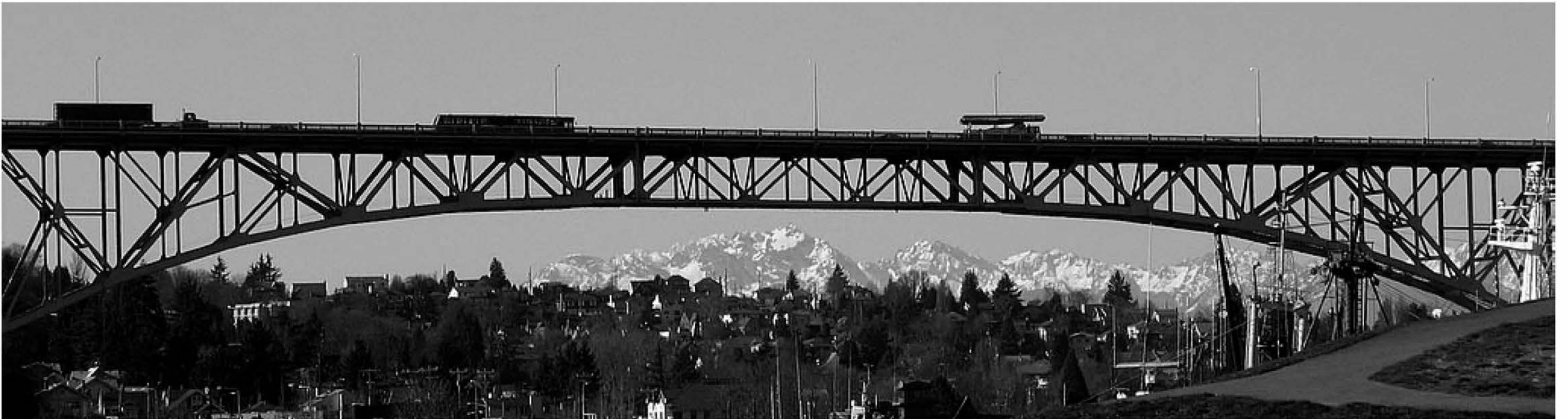


# Early Design Guidance - 1402 Aurora Ave. N Project

Project #3025059





# Early Design Guidance - 1402 Aurora Ave. N Project

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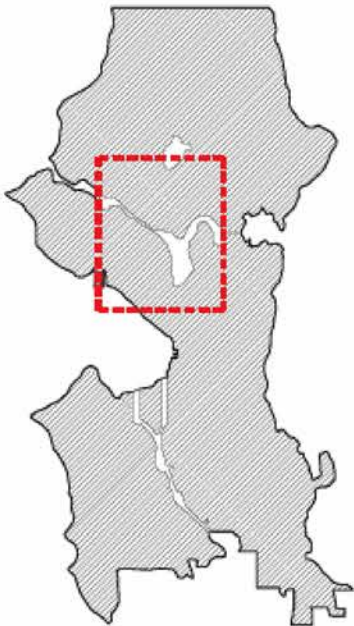
# Early Design Guidance - 1402 Aurora Ave. N Project

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### Project Information:

Property Address:	1402 Aurora Ave N, Seattle WA 98109
Legal Description:	LOT 5 IN BLOCK 1 OF HINCKLEY'S SUPPLEMENTAL PLAT OF HINCKLEY'S ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORD ED IN VOLUME 2 OF PLATS, PAGE 132, RECORDS OF KING COUNTY AUDITOR; EXCEPT THE WEST 40 FEET OF SAID LOT CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 236360, FOR AURORA AVENUE AS PROVIDED BY CITY OF SEATTLE ORDINANCE NO. 59719; SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.
Owner:	Giang Vo
Developer:	Giang Vo T (206) 403-7767
Architect:	Gregory Peter Maxwell Architects 5133 47th Ave. NE Seattle WA.98105 Greg Maxwell (Contact) T (206) 419-0593





5.0 ZONING DATA

PARCELS NO	338690-0025 1402 Aurora Ave. N. Seattle WA 98109
LOT AREA	• 4,664sf.
ZONING	• SM 85 located in South Lake Union Urban Center
PERMITTED USES	• ( SM is a commercial zone )
	•All uses except those specifically prohibited by 23.48.004B ( e.g. high-impact, manufacturing, kennels, etc. are prohibited)
STREET DESIGNATIONS	23.47A.004, Table A
	•Aurora Ave. N - Principal Arterial - Washington State Roadway
	•Lee Street - undesignated street
	•No street level uses required ( not Class I Pedestrian Street)
STRUCTURE HEIGHT	•85ft. as zoned
	•Structure height measured from sites Average Grade Plane.
	•Open railings, planters, parapets, etc permitted up to 4ft above height limit
	•Solar collectors, mechanical equipment, stair & elevator penthouses allowed to extend up to 15ft. above height limit, up to 20% of roof area. Coverage may go to 65% if all roof equipment is screened and minimum 10ft. from roof edge.
FAR	23.47A.012
	•4.5 for SM zone with 85ft. height limit when qualifying mixed-use building
	( 4,664sf. x 4.5 = 20,988sf.) -
	( 4,664sf. x 6 = 27,984sf.)
	BONUS AREA = 20,988 - 27,984 = 6,996sf.
	BONUS = 6,996sf. x 14% = 980sf. ( 2 units)
	23.48.011.B.1.a
	23.58A.014.B.1.a
	( bonus floor area for affordable housing and performance option)
	•Gross floor area below grade is not chargeable against allowable FAR; portion of the proposed parking not considered chargeable pending verification of existing grade elevaions
DRIVEWAYS AND CURBCUTS	
	•Driveways of any length that serve more than 30 spaces shall be at least 10ft. wide for one-way traffic and at least 20ft. wide for two-way traffic.
	•SM zone allows one curbcut per development.
PARKING	23.54.030
	•Bicycle parking is required however, automobile parking is not.
	•Table A, item I - Non-residential uses within urban centers: no minimum parking requirment
	•Table B, item L - All residential uses within urban centers: no minimum parking requirement
	•Residential long term bicycle parking 1/4 units and no short term parking
	23.54.015, Table A
	Otherwise applicable parking reqs.
	23.54.015, Table B
	23.54.015, Table E
AMENITY AREA	•Amenity spaces equivalent to 5% of residential gross floor area required for residential uses.
	•Common amenity area: min area 250sf.; 10ft min horizontal dimension.
	•Private balconies: min area 60sf; 6ft. min horizontal dimension.
PARKING ACCESS	23.47A.024
	•If a lot abuts more than one right-of-way, the location of access for parking and loading shall be determined by the Director, depending on the classification of the rights-of-way.
	•Parking access from alley required for lots abutting improved alleys.
	•Lots not accessed from an alley and that abut one street are permitted one two-way curb cut.
	23.47A.032
	23.48.034

Early Design Guidance - 1402 Aurora Ave. N Project

LOADING	•Threshold for low-demand is 40,000sf.; 10,000sf. for medium demand
	•Minimum size & clearance: 10ft. wide by 35ft. long with 14ft vertical clearance
	•Minimum number of off-street loading berths required for specific uses shall be set for by Table A- None required 23.54.035, Tables A+B
SOLID WASTE AND RECYCLABLE STORAGE SPACE	
	•Multi-family > 100 units requires 575sf. + 4sf. per unit over 100
	•For development with more than 100 dwelling units, the required minimum area for storage space may be reduced by 15 percent, if the area provided as storage space has a minimum horizontal dimension of 20 feet. ( 591sf. -15% = 502sf required for 104 units)
	23.54.040
BONUS RESIDENTIAL FLOOR AREA FOR AFFORDABLE HOUSING	
	Performance option
	•Amount of affordable housing. An applicant using the performance option shall provide affordable housing with a gross floor area at least equal to the greatest of:
	a. Fourteen percent of the gross bonus residential floor area obtained through the performance option
	b. Three hundred net residential square feet.
	23.58A.014B
RESIDENTIAL AMENITY AREA	
	•Required for structures containing more than 20 units equal to 5% of total gross floor area in residential use: X GSF per flr. plate X 7 levels residential = 22,844GSF
	•Min. of the Amenity room + Deck is 1,142 SF ( 22,844GSF X 5%)
	23.48.020
TRANSPARENCY AND BLANK FACADE REQUIREMENTS	
	•Shall apply to the zone from 2ft. - 8ft. above the sidewalk
	•Aurora Ave. N. - blank facades limited to segments 15ft. wide, except for garage doors which may be wider than 30ft.: blank segments seperated by transparent areas at least 2ft. wide, total of all blank facade segments including garage doors shall not exceed 40% of each street frontage
	•Lee - min 22% of the width of the street-level facade must be transparentLee - blank facades limited to segments 30ft. wide, except for garage doors which may be wider than 30ft.: total of all blank facade segments including garage doors shall not exceed 70% of each street frontage.
	23.48.014
EXTRA FLOOR AREA IN SEATTLE MIXED ZONES	
	•Minimum requirement. Developments containing any extra floor area shall meet the following requirements:
	•1.2. LEED requirement. Except as described in 23.48.001.E.1.b, the applicant will earn a LEED Gold rating of meet a substantially equivalent standard, and shall demonstrate compliance with that commitment, in accordance with the provisions of Section 23.48.025
	•Provide a Transportation Management Program
	•Provide energy management plan
	23.48.013



# Early Design Guidance - 1402 Aurora Ave. N Project

## PROPOSAL AND SITE CONTEXT

**Location**  
The project site is located on the SW corner of the intersection of Aurora Ave N and Lee St, in the South Lake Union Urban Village.

**Existing Uses**  
The site is primarily fill soil from the historic cut of Aurora Ave. N., insignificant trees and blackberry bushes. There are no significant structures on the site. Lee St. provides driveway access across the site to the Nautica Condominiums. The proposed project would occupy the entirety of the site.

**Proposal**  
The proposed project is a 11-story mixed-use concrete frame building. The project will contain 34 to 37 for rent apartments, with below grade parking and storage for 32 cars and ground floor spaces including: approximately 360sf for retail and approximately 380 square feet for residential lobby.



- 1. Project Site
- 2. The Nautica Condominiums
- 3. 1415 Dexter Apartments
- 4. Pemco Insurance
- 5. 1319 Dexter Apartments ( under construction)
- 6. Pedestrian Bridge across Aurora
- 7. Citiscap Condominiums
- 8. 1511 Dexter Apartments
- 9. 1215 The Dexter
- 10. Starbucks
- 11. AGC Building 1200 Westlake Ave. N.
- 12. Westlake Union Center
- 13. 1275 Westlake Ave. N.
- 14. 1222 Westlake Ave. N.
- 15. National Sign 1263 Westlake Ave. N.
- 16. 1633 Westlake Ave. N.
- 17. 1414 Dexter Ave. N.

\* Development Heights Shown As Approximation / Not to Scale

Project Site  
Neighboring Developments with permits or in construction





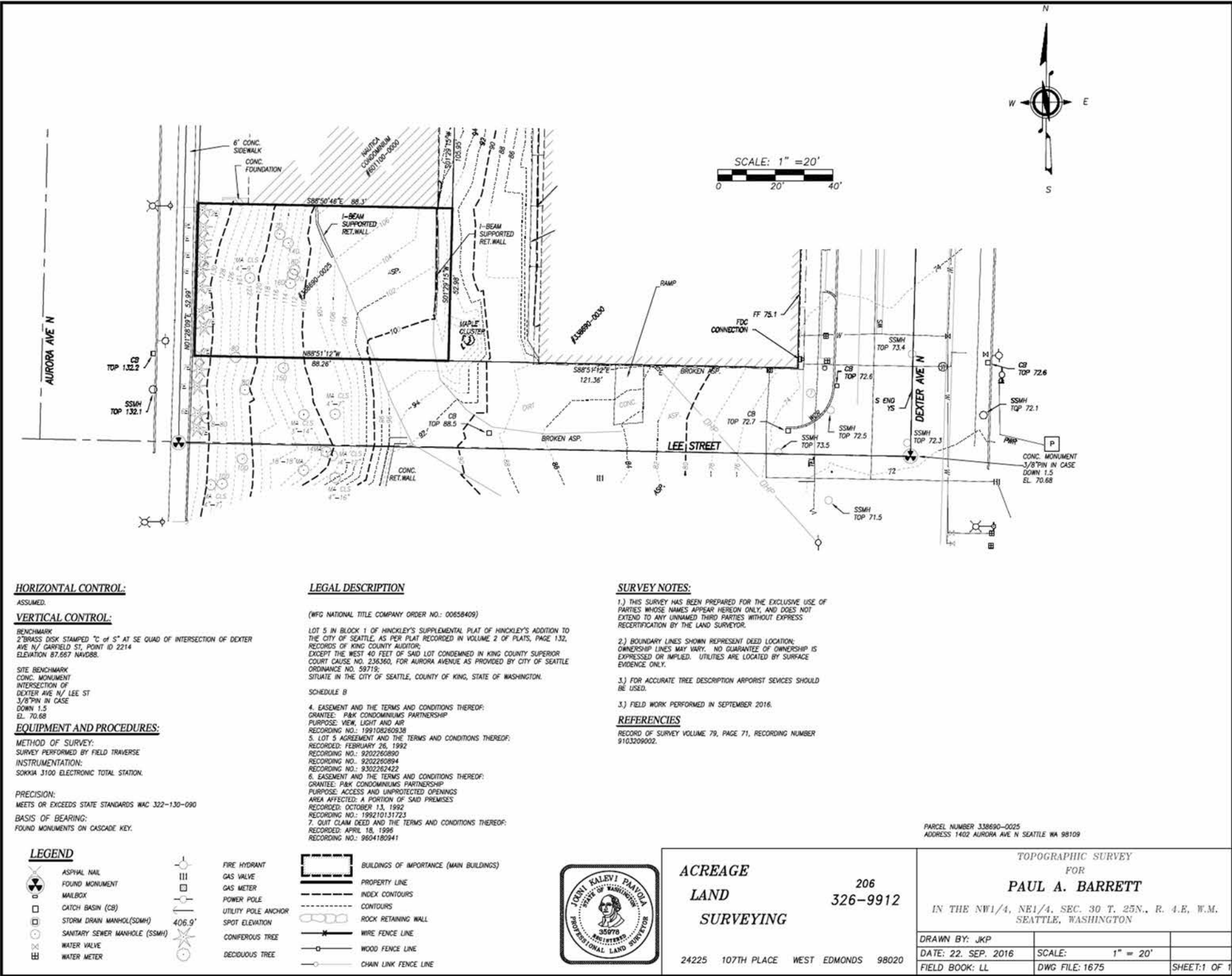
# Early Design Guidance - 1402 Aurora Ave. N Project

## 5.0 EXISTING SITE PLAN

The proposed project site is 4,677 SF.  
The site fronts on Aurora Avenue North at the West property line, Lee St at the south property line, a six-story condominium complex ( the Nautica ) on the North property line, and the side lot line is the 1405/ 1415 Dexter Ave. N. Condo project to the east. All the Adjacent lots have the same zoning ( SM-85 ) .

The Aurora Avenue West frontage is 52.99 ft. in length. The grade gently slopes from el. +134.00ft at the common property line with the Nautica condominium on its north to Lee Street el. +132.00ft at the southwest corner of the property.  
The pedestrian right-of-way width is +13ft. from back of curb.  
Street improvements along Aurora Ave. include a 4ft. parking strip, sidewalks and mature street trees. At 10ft. and parallel to Aurora runs overhead high-voltage power lines and steel guardrails. A pedestrian bridge to cross Aurora Ave. is located one block to the north at Galer St.

The Lee St frontage is 88.26ft. in length. The grade change is steep ( 39% ) , decreasing from the el. +132.00ft. at the corner of Lee St. and Aurora heading east to reach el. +98.00 at the SW corner of the site.  
The pedestrian right-of-way width is +20'-6" from back of paving ( no curb ) , that is paved with asphalt and used for parking.



Looking North on Aurora Ave. N.





# Early Design Guidance - 1402 Aurora Ave. N Project

## SITE CONTEXT: LAND USE

The site fronts on Aurora Avenue North to the west property line, Lee St at the south property line, an six-story condominium complex ( the Nautica) on the north property line, and the side lot line of 1405 Dexter Ave. N. to east. The site is zoned SM-85 and is surrounded by lots of all the same zone.

As noted above, the proposed site is in Seattle,s South Lake Union Urban Village. The site is also in a frequent transit corridor.

Legend

Future Development

Single Family Residential

Multi Family Residential

Mixed Use (includes Marina)

Retail

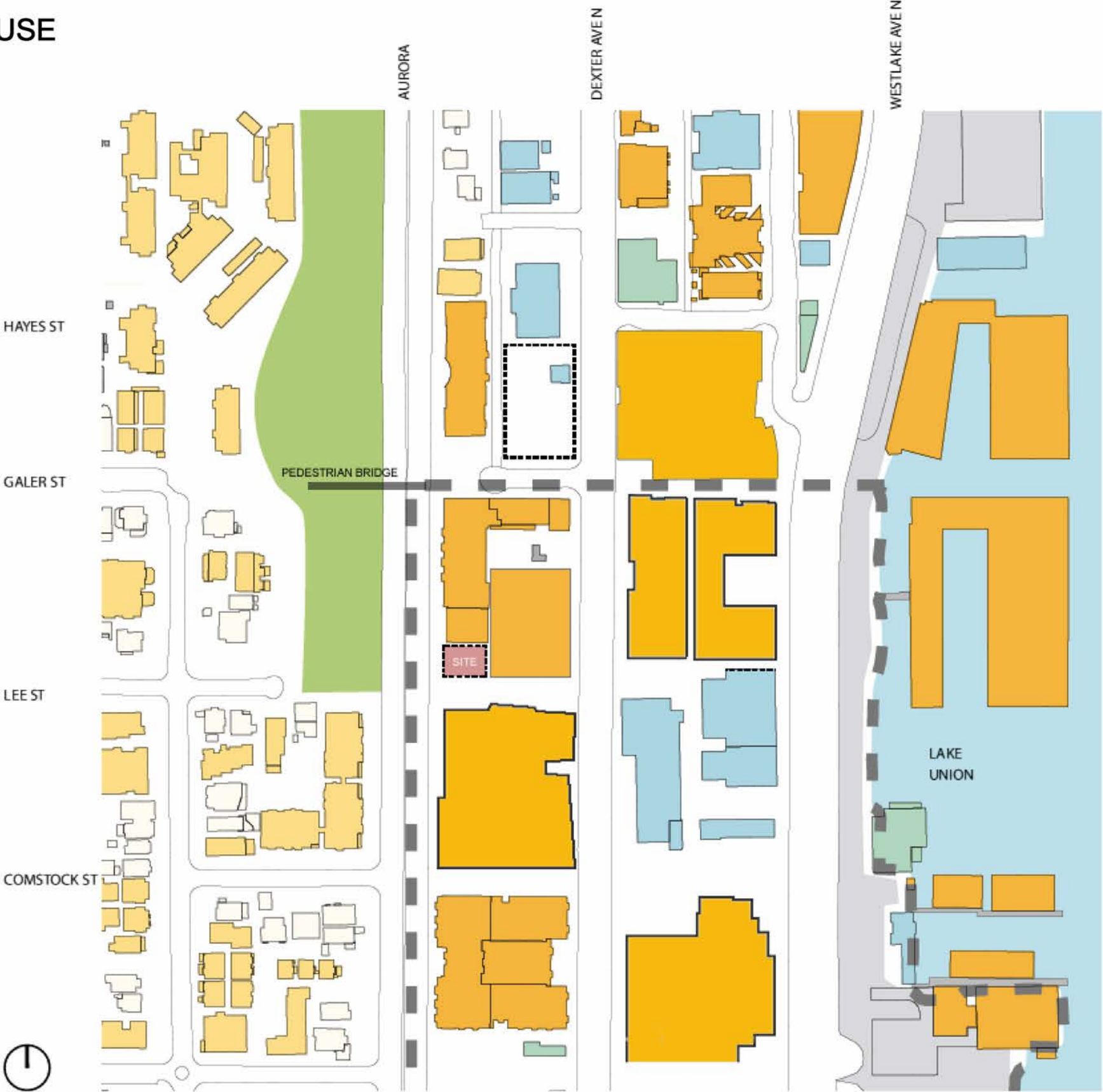
Office

Surface Parking

Utility

Parks/Open Space

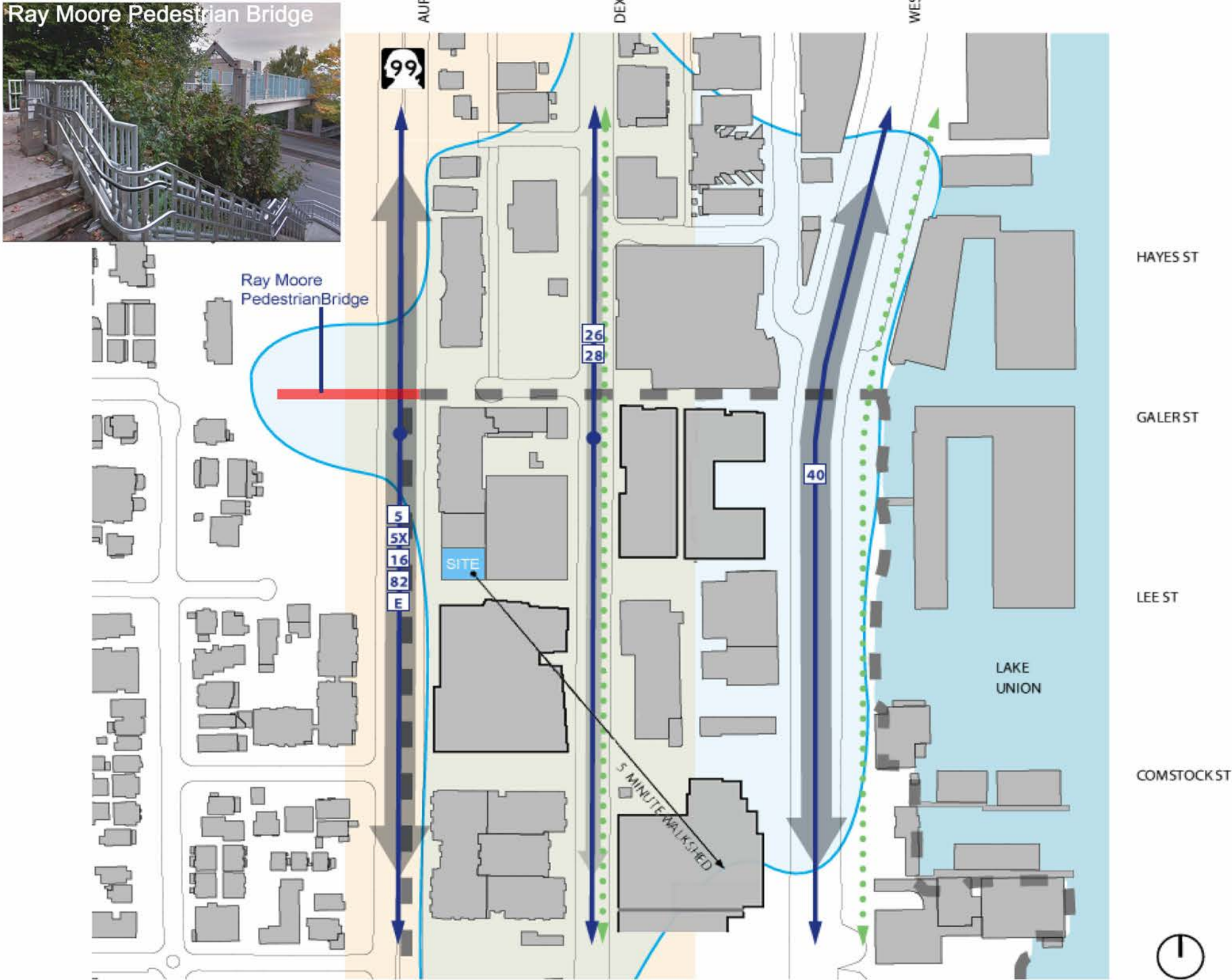
South Lake Union Urban Center





# Early Design Guidance - 1402 Aurora Ave. N Project

## SITE CONTEXT: TRANSIT MODES



The project site is well served by several bus lines located within a 5-minute walk radius. King County Metro bus routes 26 and 28 run past the site along Dexter Ave N and provide connections to Ballard and Downtown. Additionally routes 5, 16, E line are available on Aurora Ave accessed by pedestrian bridge at Galer St and provide connections to Downtown and Aurora Village Transit Center. Seattle Center, Queen Anne and central core of South Lake Union neighborhoods are within a short walk of the site. Dexter Ave N is one of the Neighborhood's Boulevard/Great Streets with a dedicated bike lane. This bike route connects the site to downtown Seattle, Fremont, the Burke Gilman Trail and Seattle greater bike network.

**Legend**

**Main Car Arterials\*:**

Principal Arterial / Regional Connector

Minor Arterial / Commercial Connector

SLU Urban Village

Frequent Transit Corridor

5 Minute Pedestrian Walkshed

Bus Routes

Bus Lines

Current Bicycle Routes

\*per Seattle Arterial Classifications Planning Map, 2003



Early Design Guidance - 1402 Aurora Ave. N Project

CONTEXT: EXISTING ZONING

The site is zoned SM-85. The site is bounded by public rights-of-way to the south ( Lee Street) and west ( Aurora Ave N) . Properties beyond the rights-ofway in these directions is SM-85.

Existing Zoning Legend

LR3

Seattle Mixed

Neighborhood Commercial

Commercial

South Lake Union Urban Village

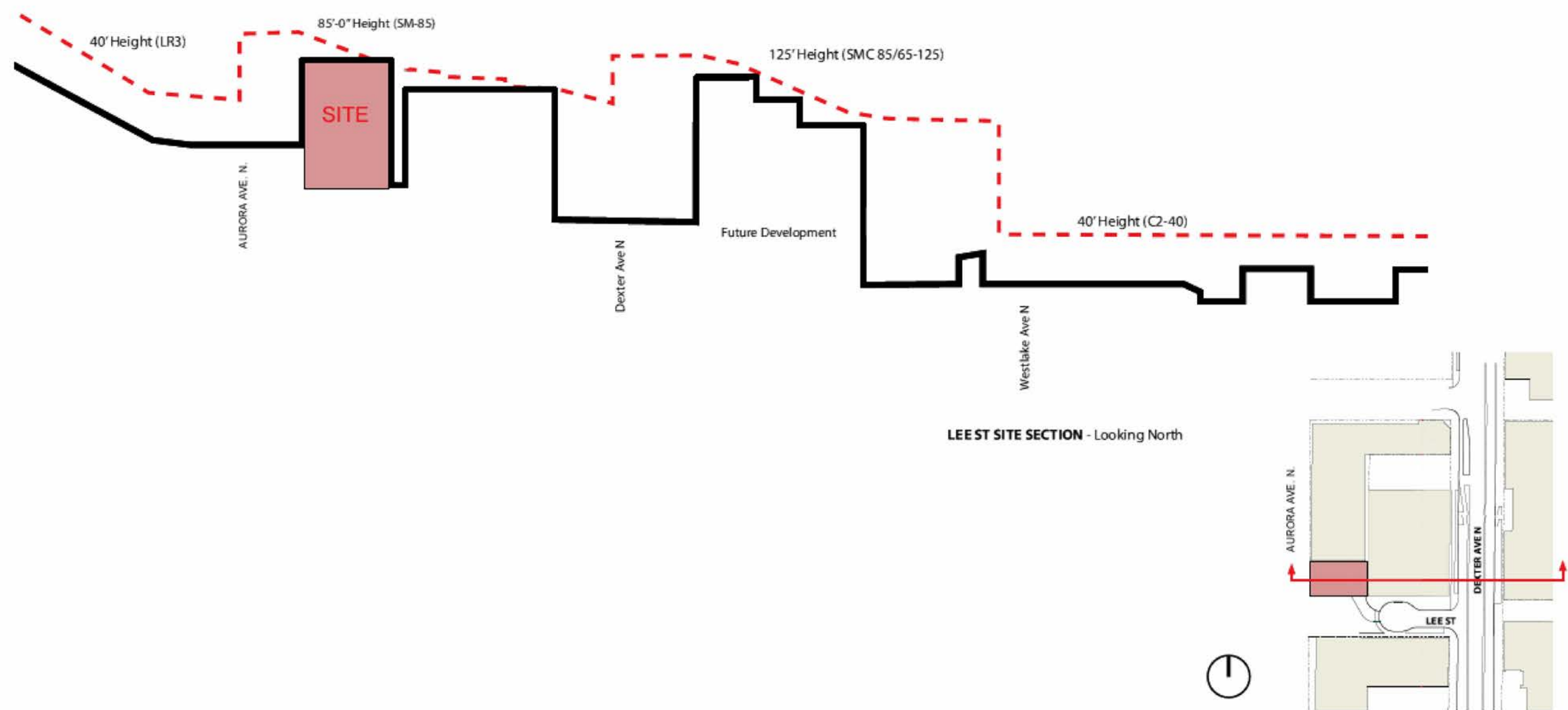
Zone Boundaries





# Early Design Guidance - 1402 Aurora Ave. N Project

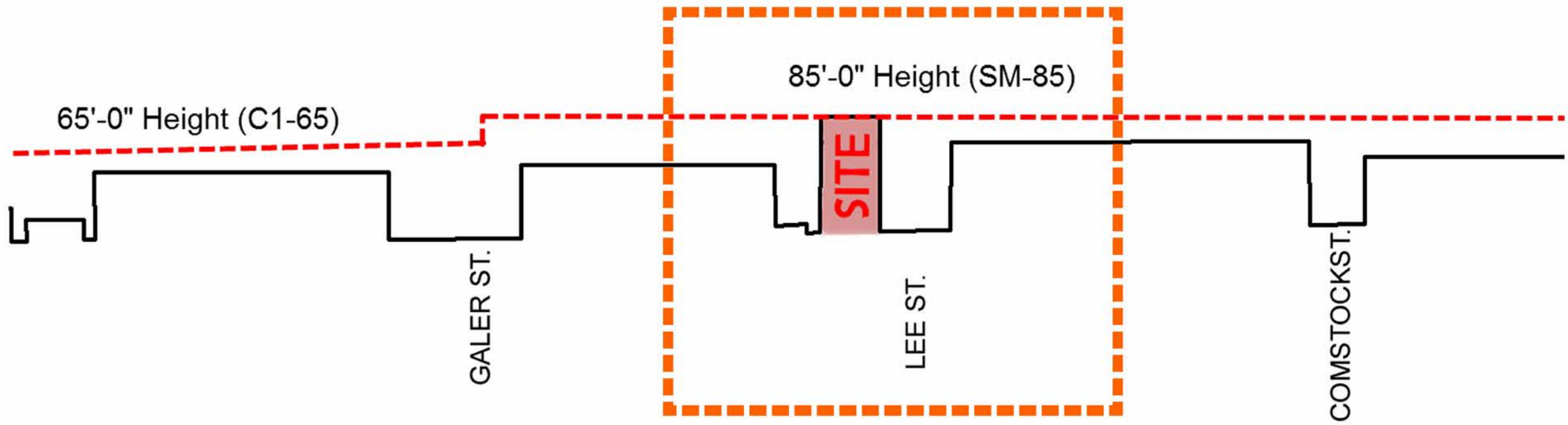
## CONTEXT: ZONING ENVELOPE



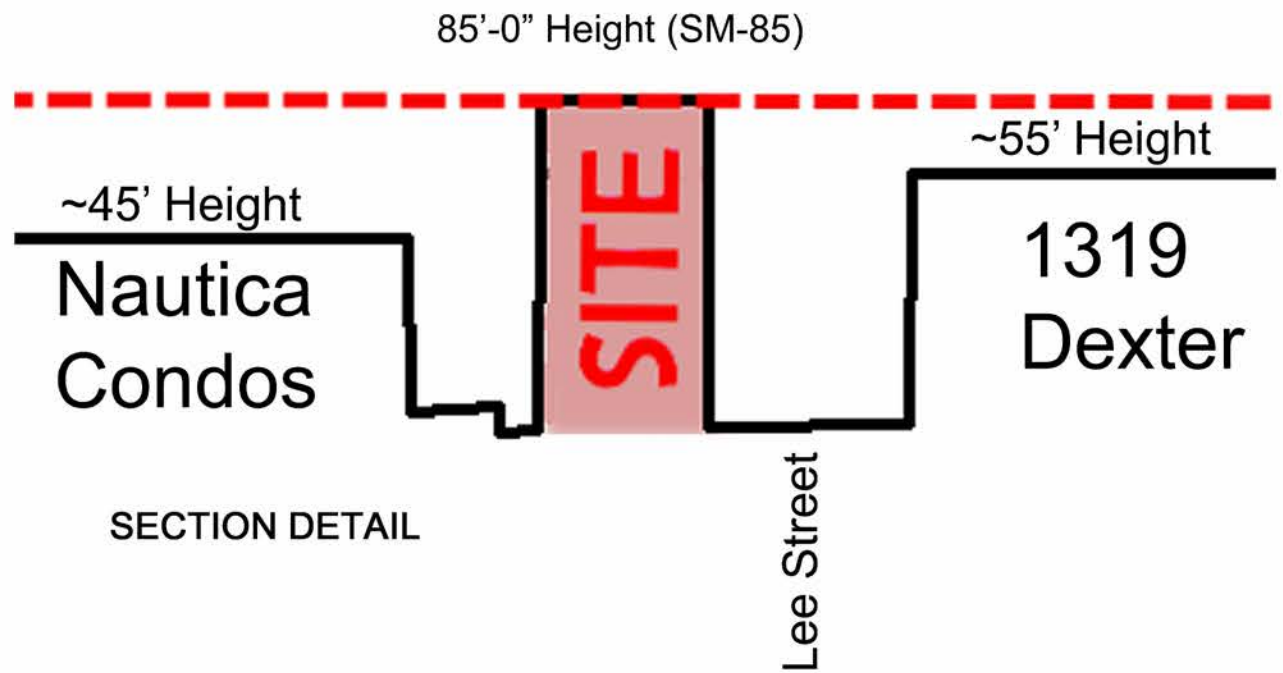


# Early Design Guidance - 1402 Aurora Ave. N Project

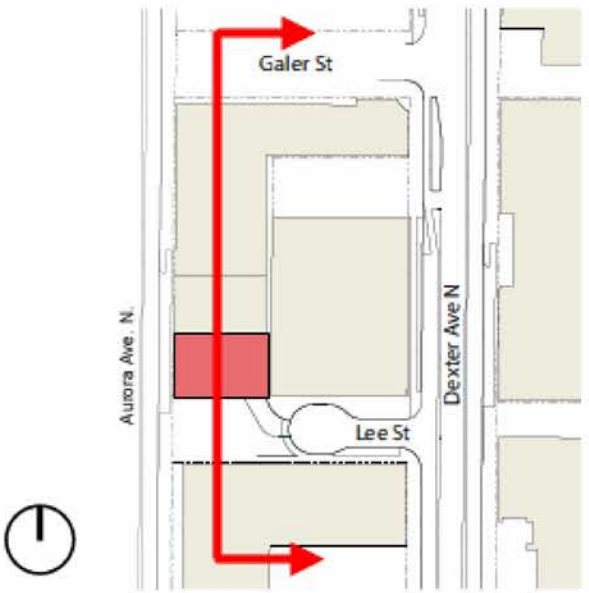
CONTEXT: ZONING ENVELOPE



ELEVATIONAL SECTION ALONG AURORA AVE.



SECTION DETAIL





# Early Design Guidance - 1402 Aurora Ave. N Project

CONTEXT: ZONING ENVELOPE

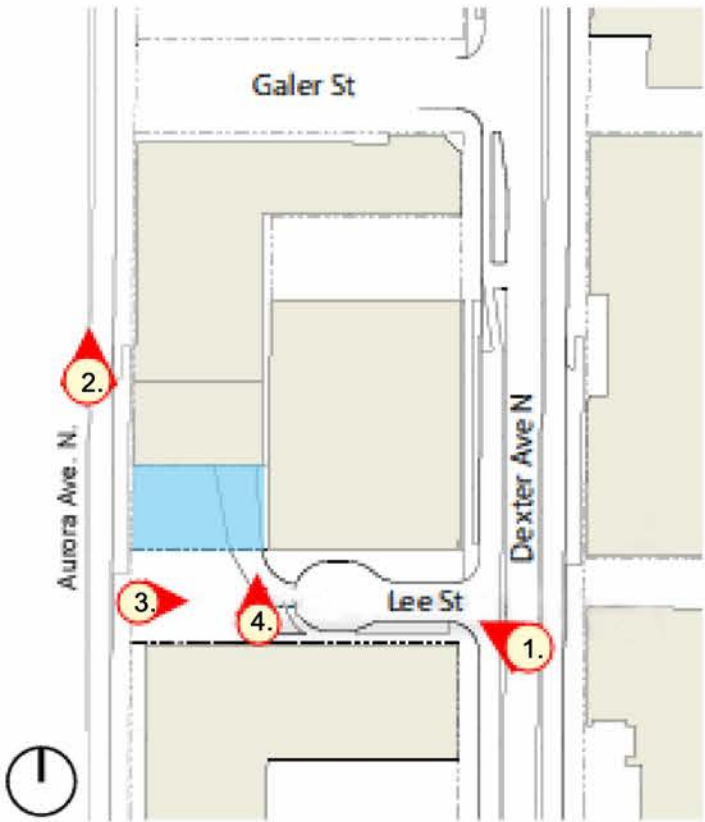




# Early Design Guidance - 1402 Aurora Ave. N Project

## CONTEXT: EXISTING SITE

The proposed project site is 4,690sf.  
The site fronts on Aurora Ave. N. at the west property line, Lee St at the south property line, and six-story condominium complex ( the Nautica) to the north property line, and the side lot line 1319 Dexter Ave. N. all the Adjacent lots have the same zoning ( SM-85) .





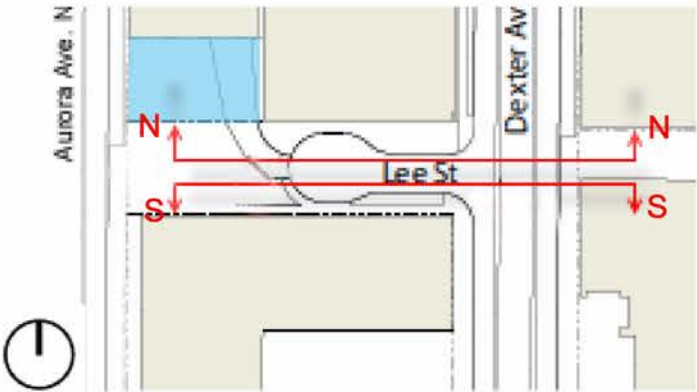
CONTEXT: EXISTING SITE



LEE STREET - Looking North



LEE STREET - Looking South





## Early Design Guidance - 1402 Aurora Ave. N Project

## Site analysis

## Topography

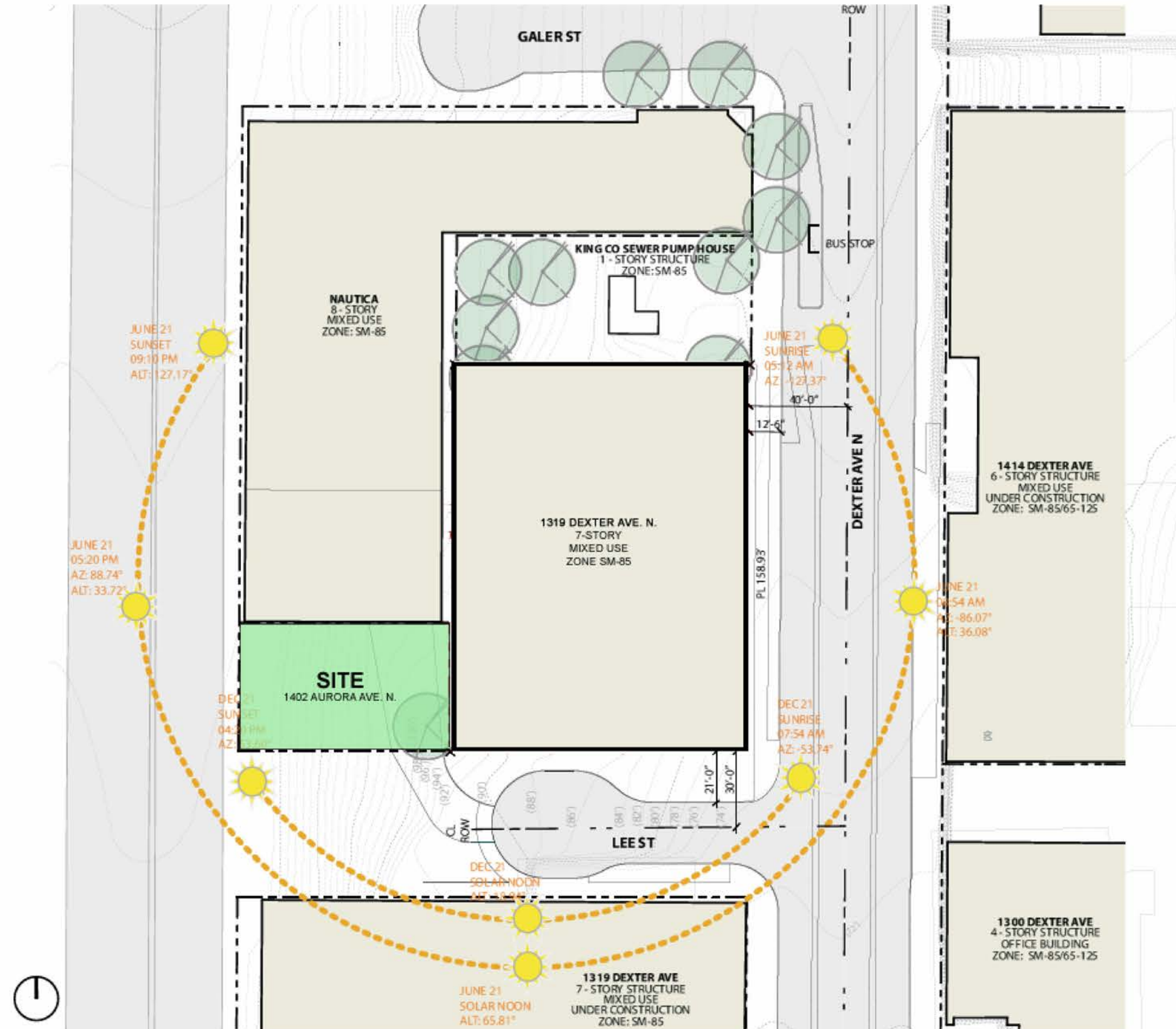
- Aurora Ave N:  
Relatively flat north-to-south.
  - Lee St:  
Steeper, rising from east-to-west with about a 20 to 25-foot change in elevation
- Neighboring Buildings
- Dexter Ave N: Relatively flat north-to-south with a maximum change of approximately 4-feet. To the south of our site is Lee Street. Lee St. fronts both Dexter Ave. and although about 30ft. difference in elevation, Aurora Ave.
  - Six-story Nautica Condominiums ( 1425 Aurora N located immediately to the north.
  - Six-story 1319 Dexter is under construction ( 1319 Dexter Avenue N) located across Lee St. to the south.

## Views

- Excellent regional view potential to the south.

### Structure Height

- Seattle Mixed (SM 85) zone has height limit of 85-feet
  - The site has dramatic change in grade from east to west which impacts how the Average Grade Level and therefore the structure height is calculated.
- Allowable Building Area
- The site has a base FAR of 4.5 and a maximum FAR of 6.
  - Base allowable area: 21,105sf
  - Maximum allowable area: 28,140sf
- \* including incentive provisions





# Early Design Guidance - 1402 Aurora Ave. N Project

SEATTLE DESIGN GUIDLINES	SOUTH LAKE UNION SUPPLIMENTAL GUIDANCE	DESIGN RESPONSE
<p><b>PL1 Connectivity</b></p> <p>Complement and contribute to the network of open spaces around the site and the connections among them</p>	<p><u>A. Human Activity</u></p> <ul style="list-style-type: none"><li>keep neighborhood connections open</li><li>reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods.</li></ul> <p>Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity</p> <ul style="list-style-type: none"><li>design for a network of safe and well-lit connections to encourage human activity and link high activity areas</li></ul> <p><u>B. Landscaping To Reinforce Design Continuity</u></p> <ul style="list-style-type: none"><li>Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements on-site to create larger spaces.</li></ul> <p><u>C. Pedestrian Open Spaces and Entrances</u></p> <p>New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way</p>	<p>The project's location at the western and northern edge of the South Lake Union UCV and on Aurora Avenue N makes it easy to connect to the neighborhood along Aurora and Dexter. The treatment of the Lee St. and Dexter Ave N streetscape is paramount to the project's walkability and connection. The residential entry is proposed to be located on the Aurora Ave. N. side. Lee St. becomes a pedestrian connection between Aurora Ave. N. and Dexter Ave. Our proposal includes a stairway, landscaped buffer, abd openspace between our project and the project to the south as well as a physical pedestrian connection between Dexter and Aurora.</p>
<p><b>PL2 Walkability</b></p> <p>Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features</p>	<p><u>A. Streetscape</u></p> <p>The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public</p> <p><u>B. Personal Safety and Security</u></p> <p>Enhance public safety throughout the neighborhood to foster 18-hour public activity.</p>	<p>See above</p>
<p><b>PL3 Street-Level Interaction</b></p> <p>Encourage human interaction and activity at the street level with clear connections to building entries and edges.</p>	<p><u>A. Streetscape Compatibility</u></p> <ul style="list-style-type: none"><li>consider a reduction in the required amount of commercial and retail space at the ground level</li></ul> <p><u>B. Human Activity</u></p> <ul style="list-style-type: none"><li>public/private transitions at the streetscape level</li><li>façades that encourage interaction with sidewalk</li><li>reinforce retail concentrations with compatible spaces that encourage pedestrian activity</li><li>create businesses and community activity clusters through colocation of retail and pedestrian uses as well as other high pedestrian traffic opportunities</li></ul> <p><u>C. Transition Between Residence and Street</u></p> <p>Consider designing the entries of residential buildings to enhance character of streetscape through the use of small gardens, stoops, etc.</p>	<p>See a the project,s proposes a modest commercial space off of Aurora for local and/or internal services.</p> <p>The projects Aurora Ave. entrance is designed to provide relief from the active traffic and noise of Aurora Ave. as well as provides a formal FACE for the neighborhood and our project.</p> <p>The formal FRONT DOOR, to our building will include an entry canopy to encourage an inviting atmosphere as opposed to a BLANKWALL that is common with buildings along Aurora.</p> <p>Our proposal uses the northern side of the property ( 10ft. wide for the E-W leingth of the site) at the Aurora Street level as a landscaped entry condition for the building.</p>



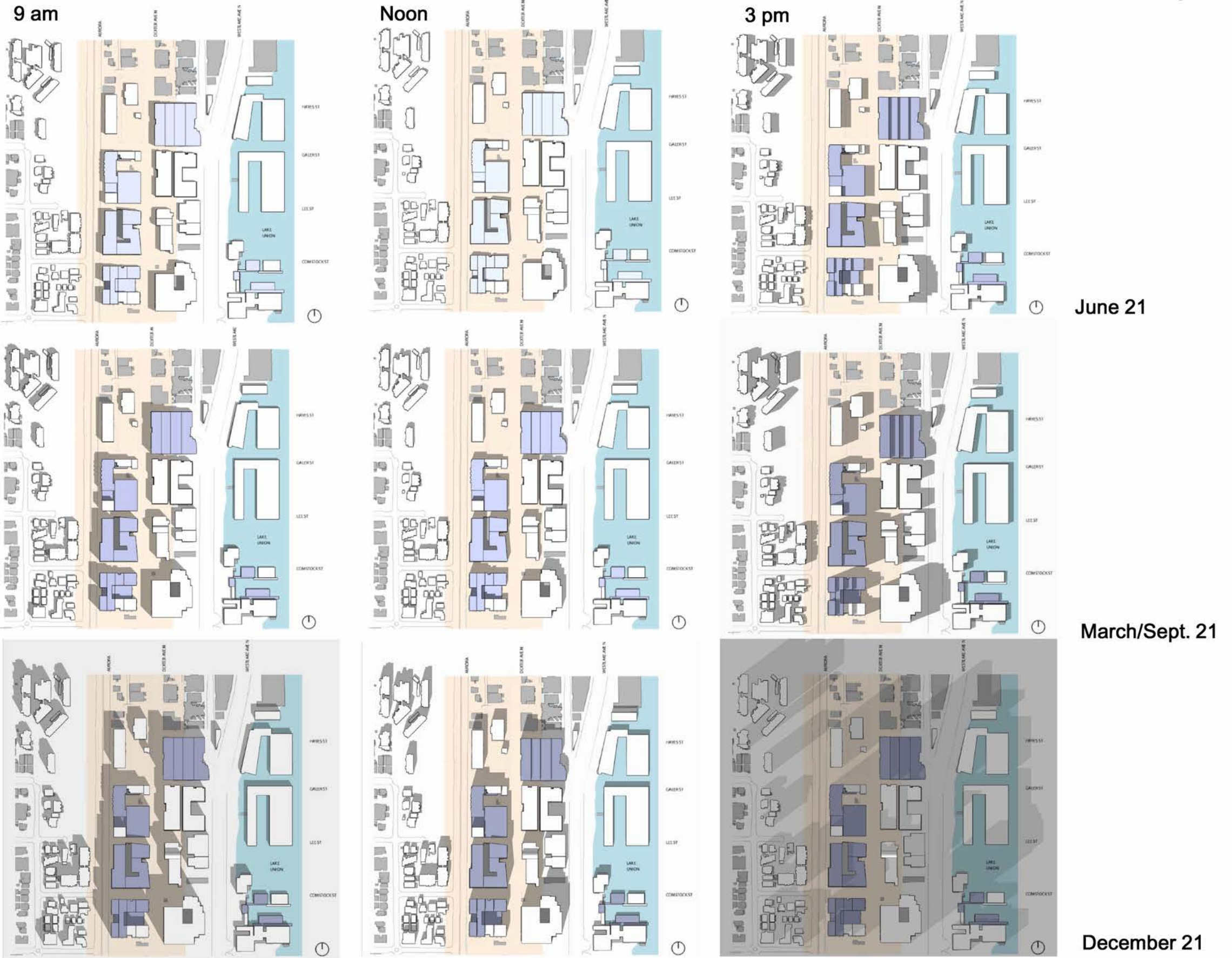
# Early Design Guidance - 1402 Aurora Ave. N Project

SEATTLE DESIGN GUIDELINES	SOUTH LAKE UNION SUPPLIMENTAL GUIDANCE	DESIGN RESPONSE
<b>PL4 Active Transportation</b> Incorporate design features that facilitate active forms of transportation such as walking, bicycling and use of transit.	No supplemental guidance provided.	The proposed project includes bicycle storage in excess of that required by code and intends to facilitate its use through careful consideration of location, access and maintenance amenities. Vehicle parking is provided above what is required by code.
<b>DC1 Project Uses and Activities</b> Optimize the arrangement of uses and activities on site.	<u>Design of Parking Lots Near Sidewalks</u>  Parking below grade is preferred.	Although not required, all the proposed parking will be limited due to the site's small size. All parking is below grade and accessed off of Lee Street.
<b>DC2 Architectural Concept</b> Develop an architectural concept that will result in a unified & functional design that fits well on the site & within its surroundings	<u>Architectural Concept and Consistency</u>  Design the roof scape in addition to streetscape.	The proposed design alternates emphasizes the building's orientation to the neighborhood. Open spaces are provided opportunistically to improve the relationship of the proposed project to its neighbors. The roof scape has been designed to be viewed; mechanical equipment is concealed within screen and other exposed portions will be green roof.
<b>DC3 Open Space Concept</b> Integrate open space design with the design of the building so that each complements the other	<u>A. Landscaping To Reinforce Design Continuity With Adjacent Sites</u> <ul style="list-style-type: none"><li>• encourage landscaping that meets LEED</li><li>• install indigenous trees and plants</li><li>• retain existing, non-intrusive mature trees or replace with large caliper trees</li><li>• water features</li></ul> <u>B. Landscaping To Enhance The Building And / Or Site</u> Consider integrating artwork into publicly accessible areas <u>C. Landscape Design To Address Special Site Conditions</u> Landscape to take advantage of views to waterfront and downtown.	A generous terrace is proposed at the building's first level to provide access to light and air for the building's lowest levels and the neighboring buildings.
<b>DC4 Exterior Elements and Finishes</b> Use appropriate and high-quality elements and finishes for the building and its open spaces	No supplemental guidance provided	The design team is still developing the building's palette of materials. We are currently considering window wall, aluminum panel and integrally colored fiber cement panel. More information will be forthcoming at the Design Recommendation meeting.



PREFERRED ALTERNATIVE  
SHADOW STUDIES

Early Design Guidance - 1402 Aurora Ave. N Project









View Easement Agreement:

Early Design Guidance - 1402 Aurora Ave. N Project

ORIGINAL FILED  
AUG 26 1991  
Director of Records  
& Elections

USE TAX NOT REQUIRED  
King Co. Records Division  
By [Signature] Deputy

EASEMENT FOR VIEW, LIGHT AND AIR

1. Grantor. The Grantor is SEA-PAC TRADING CORPORATION, a Washington corporation, as to a fifty percent (50%) undivided interest, and the BARRETT, HALE & GILMAN PROFIT SHARING PLAN FBO PAUL A. BARRETT, as to a fifty percent (50%) undivided interest.

2. Property Burdened. Grantor owns the following described real property located in Seattle, Washington:

Lot 5, Block 1, Hinckley's Supplemental Plat of Hinckley's Addition to the City of Seattle, according to the plat thereof recorded in Volume 2 of Plats, page 132; Except that portion condemned for road purposes by City of Seattle Ordinance Number 57919

hereinafter referred to as "Lot 5".

3. Grantee. The Grantee is the P&K CONDOMINIUMS PARTNERSHIP whose partners are TAMA HOUSE CORPORATION, a Washington corporation, and P.A. BARRETT PROPERTIES, INC., a Washington corporation.

4. Property Benefitted. Grantee owns the following described real property adjacent to Lot 5:

Lots 1, 2, 3 and 4, Block 1, Hinckley's Supplemental Plat to Hinckley's Addition to the City of Seattle, according to the plat thereof recorded in Volume 2 of Plats, page 132; Except the West 40 feet of said lot condemned in King County Superior Court Cause No. 236360, for Aurora Avenue, as provided by Ordinance Number 59719 of the City of Seattle; and

Lot 10, Block 1, Hinckley's Supplemental Plat to Hinckley's Addition according to the plat thereof recorded in Volume 2 of Plats, page 132, in King County, Washington; Except the East 7 feet condemned in King County

Superior Court Cause Number 61981 for road purposes.

hereinafter referred to as "Partnership Property".

5. Easement. Grantor hereby grants and conveys to Grantee and to its heirs, successors and assigns a perpetual easement of right to receive light, air and unobstructed view over the northernmost ten feet of said Lot 5 (the "Easement Property") to the extent that said light, air and view will be received and enjoyed by restricting any structure on said Easement Property, or any part thereof, to a height not extending above a horizontal plane at the level of the sidewalk on Aurora Avenue as it now exists.

IN WITNESS WHEREOF, the Grantor has signed this easement the 2 day of May, 1991.

SEA-PAC TRADING CORPORATION

By [Signature]  
Hidenori Inoue  
Vice President

BARRETT, HALE & GILMAN PROFIT SHARING PLAN FBO PAUL A. BARRETT

By [Signature]  
Paul A. Barrett

STATE OF WASHINGTON )  
COUNTY OF KING ) ss.

On this 2 day of May, 1991, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared HIDENORI INOUE to me known to be the Vice President of SEA-PAC

-2-

TRADING CORPORATION, the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he is authorized to execute the said instrument.

Witness my hand and official seal hereto affixed the day and year first above written.

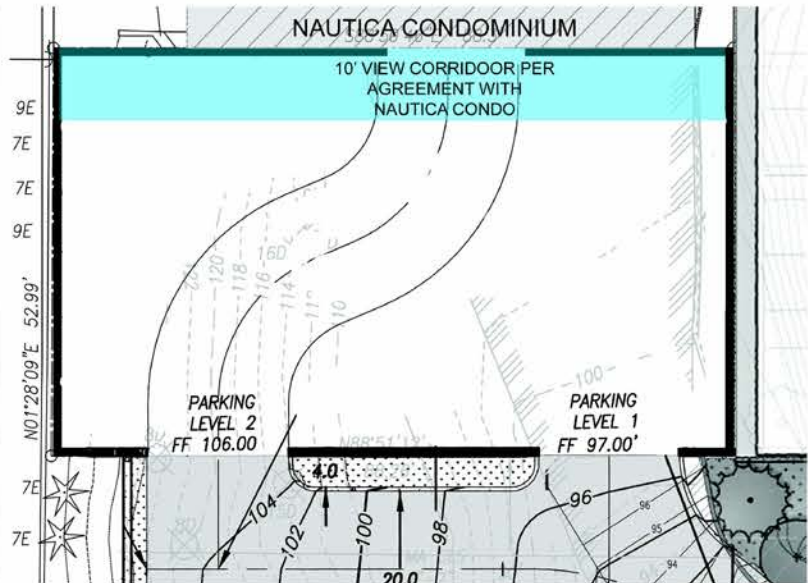
[Signature]  
GRANT KINNEN  
NOTARY PUBLIC  
OCT. 5, 1991  
Residing at Edmonds  
Commission expires: 10-5-91

STATE OF WASHINGTON )  
COUNTY OF KING ) ss.

On this 2nd day of May, 1991, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared PAUL A. BARRETT, to me known to be the Trustee of the BARRETT, HALE & GILMAN PROFIT SHARING PLAN FBO PAUL A. BARRETT, the party that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said Plan, for the uses and purposes therein mentioned, and on oath stated that he is authorized to execute the said instrument.

Witness my hand and official seal hereto affixed the day and year first above written.

[Signature]  
GRANT KINNEN  
NOTARY PUBLIC  
OCT. 5, 1991  
Residing at Edmonds  
Commission expires: 10-5-91





9210131723

EASEMENT FOR ACCESS AND UNPROTECTED OPENINGS

1. Grantor. The Grantor is SEA-PAC TRADING CORPORATION, a Washington corporation, as to a fifty percent (50%) undivided interest, and the BARRETT HALE & GILMAN PROFIT SHARING PLAN FBO PAUL A. BARRETT, as to a fifty percent (50%) undivided interest.

2. Property Burdened. Grantor owns the following described real property located in Seattle, Washington:

Lot 5, Block 1, Hinckley's Supplemental Plat of Hinckley's Addition to the City of Seattle, according to the plat thereof recorded in Volume 2 of Plats, page 132; Except that portion condemned for road purposes by City of Seattle Ordinance Number 57919

hereinafter referred to as "Lot 5".

3. Grantee. The Grantee is the P&K CONDOMINIUMS PARTNERSHIP, whose partners are SEA-PAC TRADING CORPORATION, a Washington corporation, and P.A. BARRETT PROPERTIES, INC., a Washington corporation.

4. Property Benefitted. Grantee owns the following described real property adjacent to Lot 5:

Lots 1, 2, 3 and 4, Block 1, Hinckley's Supplemental Plat to Hinckley's Addition to the City of Seattle, according to the plat thereof recorded in Volume 2 of Plats, page 132; Except the West 40 feet of said lot condemned in King County Superior Court Cause No. 236360, for Aurora Avenue, as provided by Ordinance Number 59719 of the City of Seattle; and

Lot 10, Block 1, Hinckley's Supplemental Plat to Hinckley's Addition according to the plat thereof recorded in Volume 2 of Plats, page 132, in King County, Washington; Except the East 7 feet condemned in King County

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Superior Court Cause Number 61981 for road purposes.

hereinafter referred to as "Partnership Property".

5. Easement. Grantor hereby grants and conveys to Grantee and to its heirs, successors and assigns, a perpetual easement on that portion of Lot 5 necessary to provide (1) access for ingress and egress across said lot, and (2) satisfaction of the requirements set forth in Table 5-A, Seattle Building Code, to allow for the construction of the unprotected openings at the south boundary of the "Partnership Property". The access portion of said easement shall be limited to that portion of Lot 5 to the east of the westerly boundary of the existing access road, and the unprotected openings easement shall be limited to such area on the northern portion of Lot 5 as is necessary to satisfy the requirements of the Seattle Building Code as described in Table 5-A of said Code.

IN WITNESS WHEREOF, the Grantor has signed this easement the 21 day of September, 1992.

SEA-PAC TRADING CORPORATION

By Kyoko Inoue  
Kyoko Inoue  
President

BARRETT HALE & GILMAN PROFIT SHARING PLAN FBO PAUL A. BARRETT

By Paul A. Barrett  
Paul A. Barrett

STATE OF WASHINGTON )  
COUNTY OF KING ) ss.

On this 2nd day of October, 1992, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared KYOKO INOUE to me known to be the President of SEA-PAC TRADING CORPORATION, the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed for the uses and purposes therein mentioned, and on oath stated that she is authorized to execute said instrument.

Witness my hand and official seal hereto affixed the day and year first above written.

Teemu T. Tamm  
NOTARY PUBLIC in and for the State of Washington  
Residing at Bellevue  
Commission expires: 4-9-96

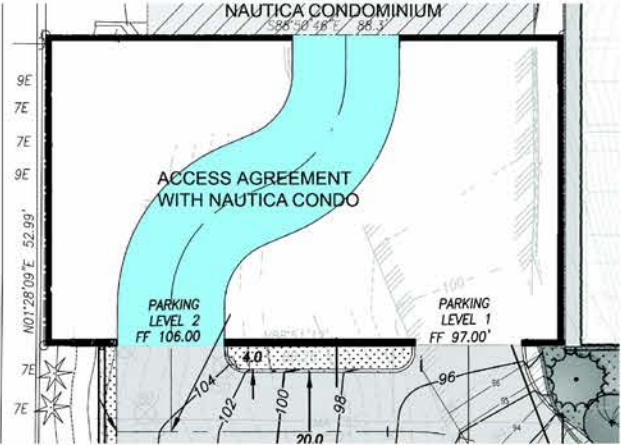
9210131723

STATE OF WASHINGTON )  
COUNTY OF KING ) ss.

On this 21 day of September, 1992, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared PAUL A. BARRETT, to me known to be the Trustee of the BARRETT HALE & GILMAN PROFIT SHARING PLAN FBO PAUL A. BARRETT, the party that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said Plan, for the uses and purposes therein mentioned, and on oath stated that he is authorized to execute the said instrument.

Witness my hand and official seal hereto affixed the day and year first above written.

Phyllis Hart  
NOTARY PUBLIC in and for the State of Washington  
Residing at Seattle  
Commission expires: 8-2-96



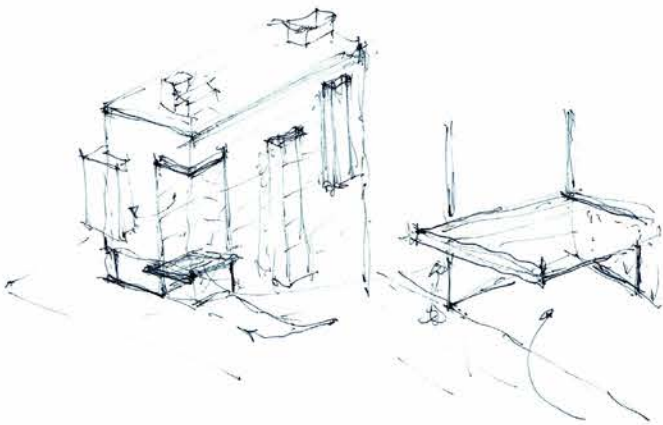


Early Design Guidance - 1402 Aurora Ave. N Project

DESIGN PROPOSAL)

Due to the site constraints, all three alternates have a similar base configuration with the building,s pedestrian entry on Aurora Ave N and the garage entrance off of Lee St.  
These schemes puts a blank wall approximately 2-feet off the east property line directly opposite the new neighboring condomimums blank wall.

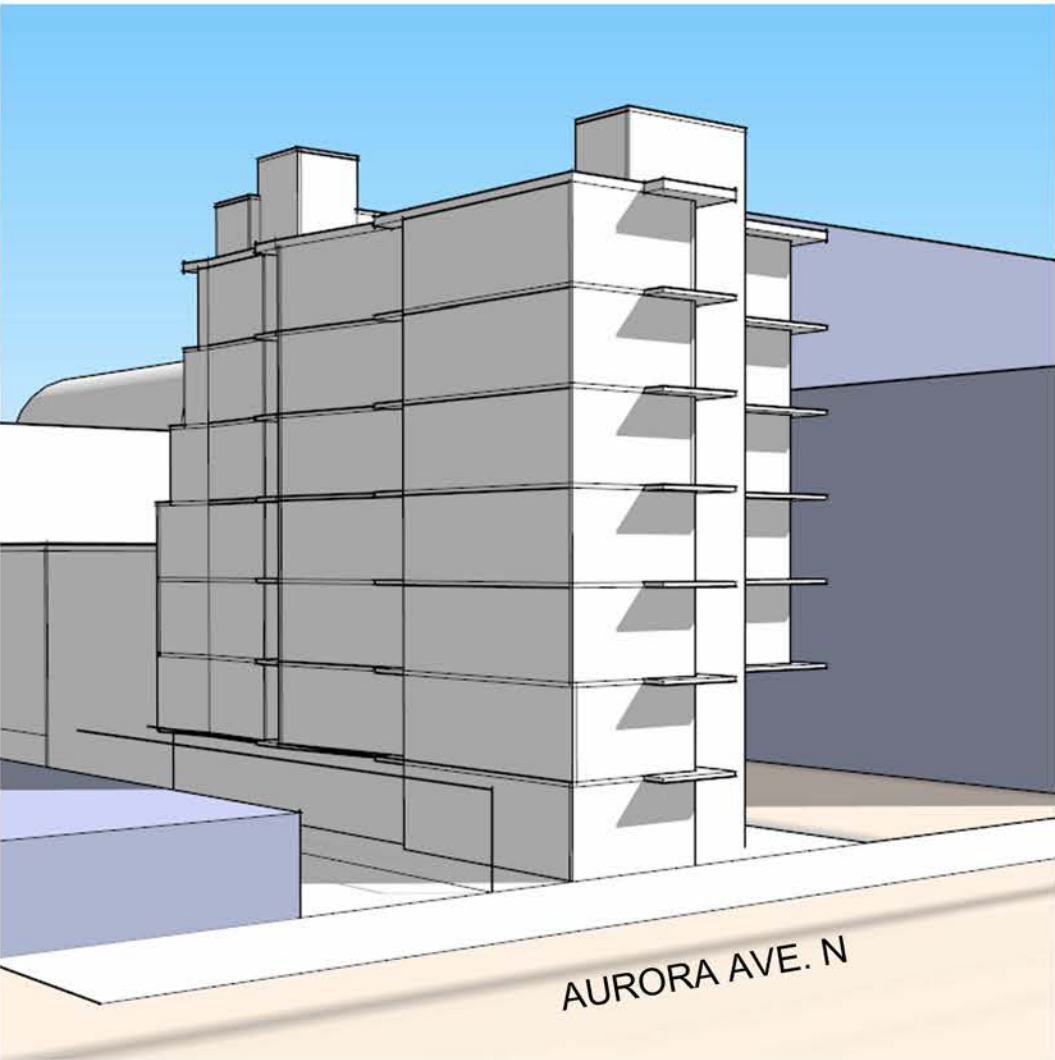
**Summary**  
Stories: 10 stories  
Unit Count: 32 units  
Floor Area: 27,738 SF  
-22,930sf ( levels 1 through 7)  
-4,679sf ( P-1)  
-4,679sf ( P-2)  
  
Parking: 27 stalls  
  
Ground floor uses:  
-Aurora: Residential & Commerical entry  
-Lee St.: Parking Access



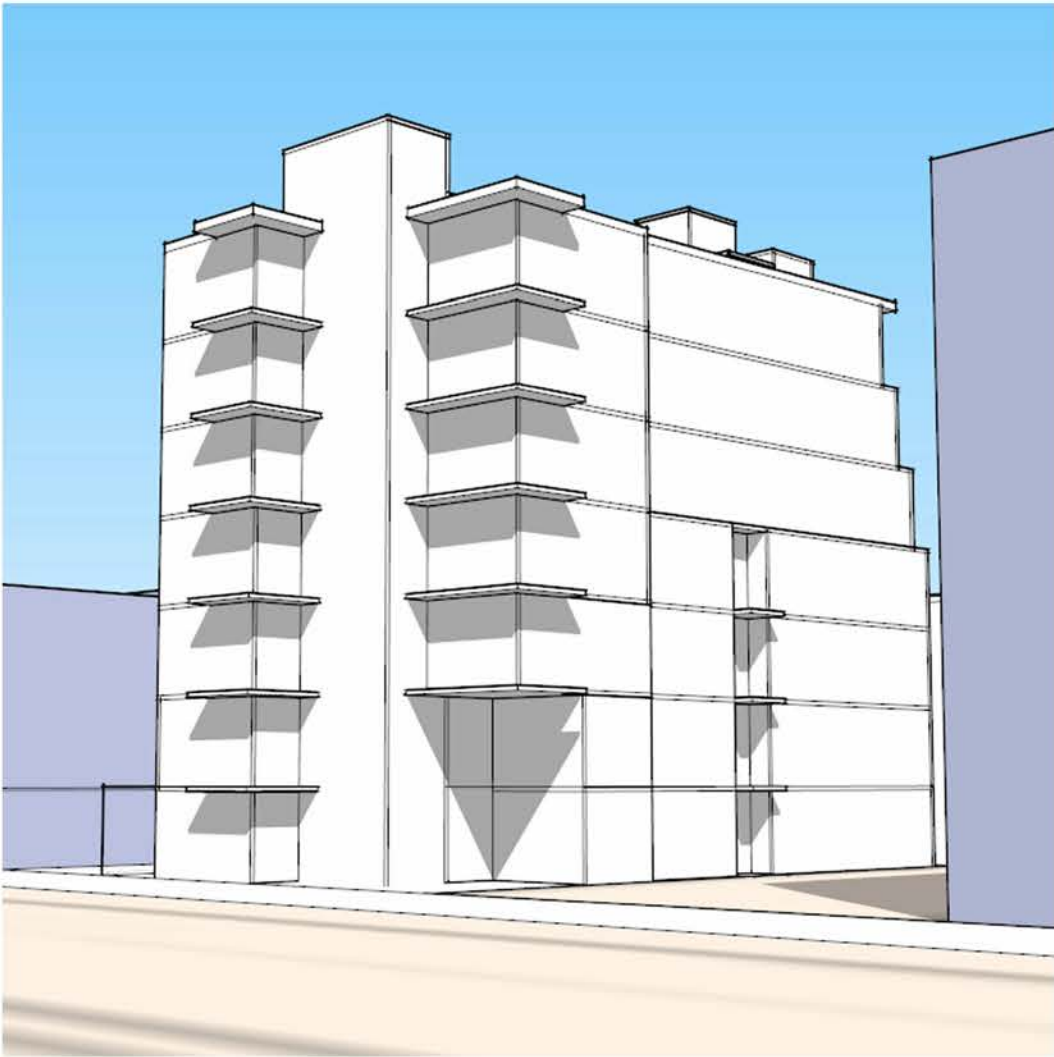
Massing Study



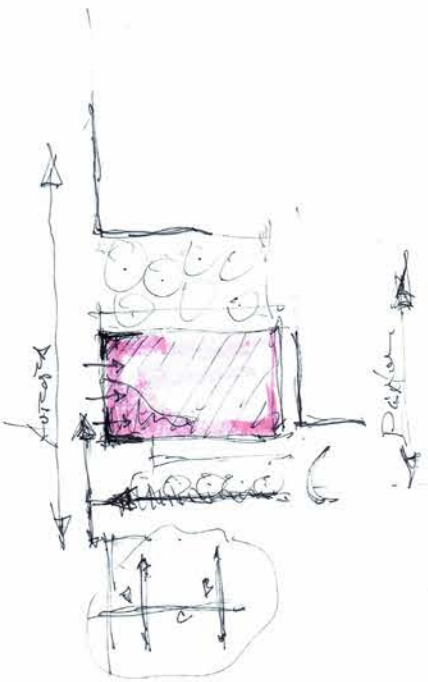
Entry Study



View from North-West



View from South-West



Axis - Aurora / Ped. Stair



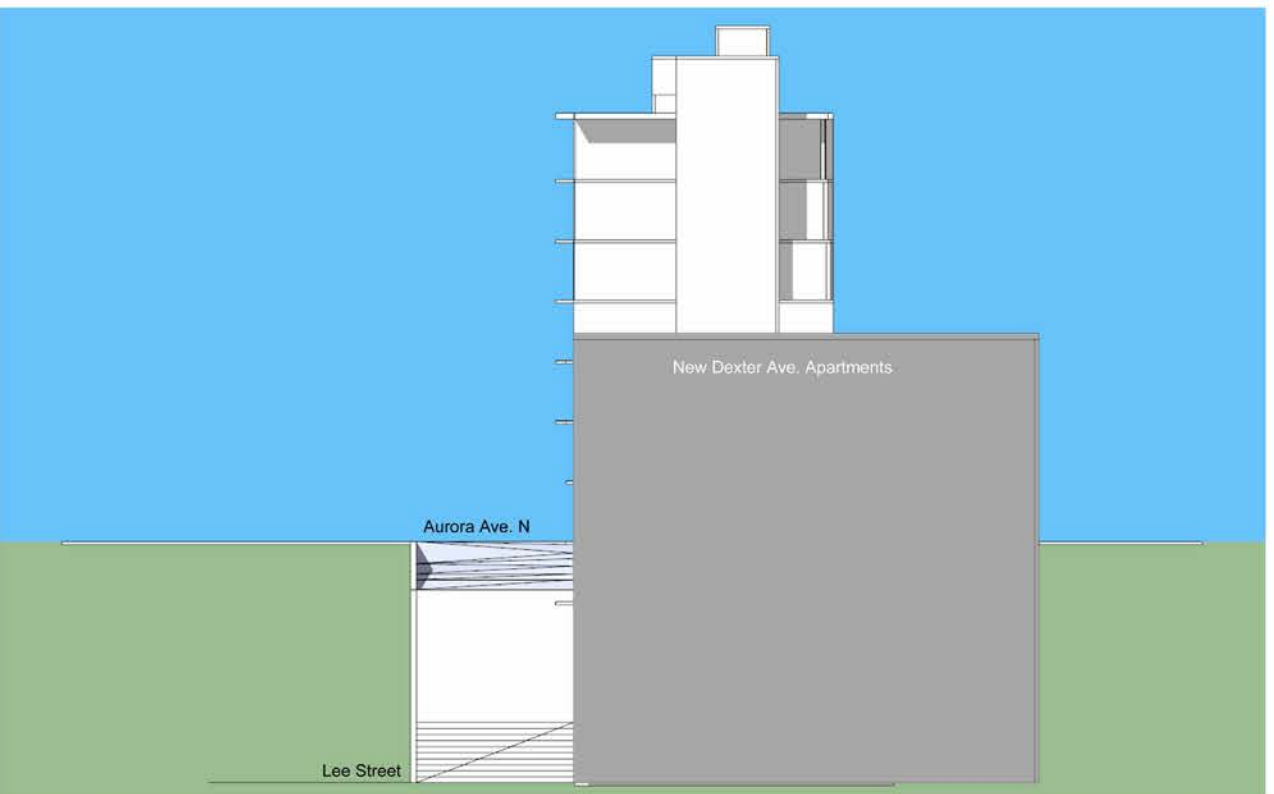
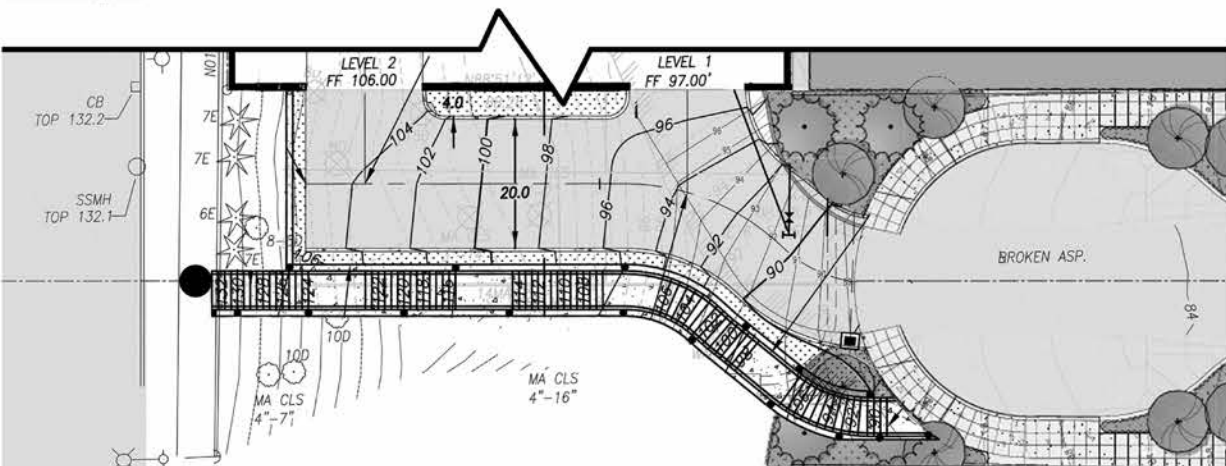
# Early Design Guidance - 1402 Aurora Ave. N Project

## DESIGN PROPOSAL

Requires design departure.

Due to the site constraints, all three alternates have a similar base configuration with the building's pedestrian entry on Aurora Ave N and the garage entrance off of Lee St. These schemes puts a blank wall approximately 2-feet off the east property line directly opposite the new neighboring condominiums blank wall.

- Summary**  
Stories: 10 stories  
Unit Count: 32 units  
Floor Area: 27,738 SF  
-22,934sf (levels 1 through 7)  
-4,679sf (P-1)  
-4,679sf (P-2)
- Parking: 27 stalls
- Ground floor uses:  
- Aurora: Residential & Commerical entry  
- Lee St.: Parking Access  
- Requesting departure for curb cuts and elimination of transparency requirement on Lee Street.



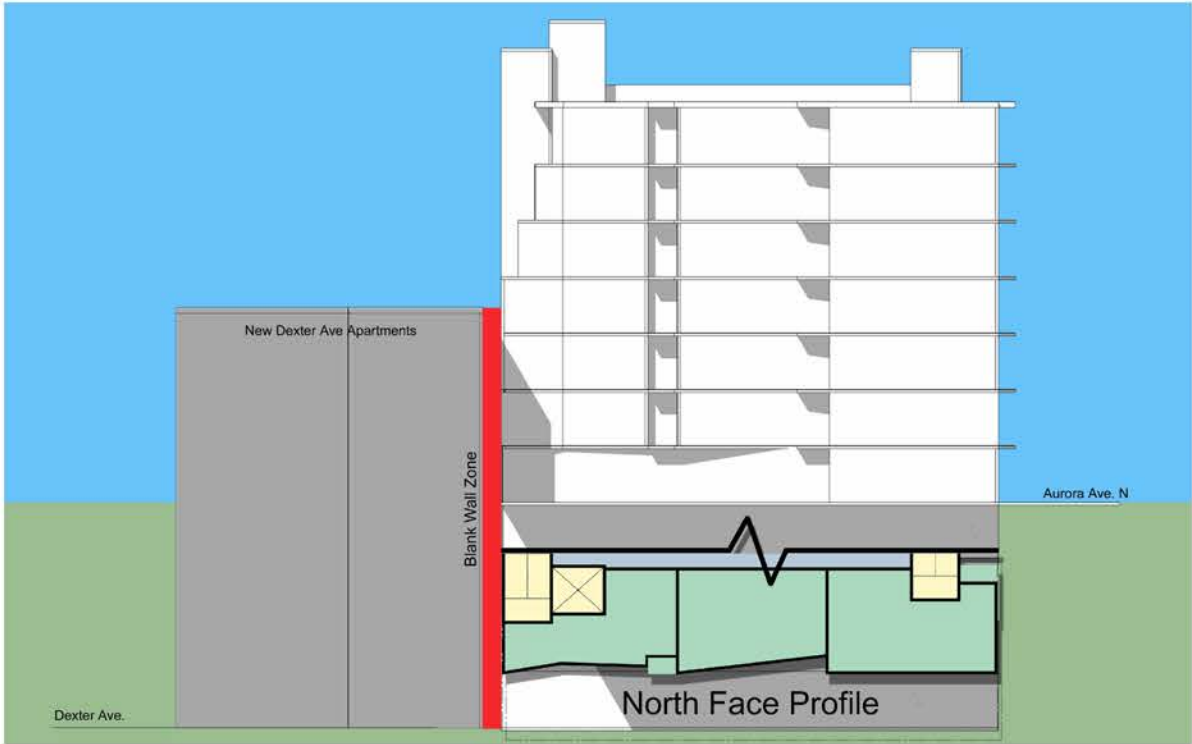
East Elevation



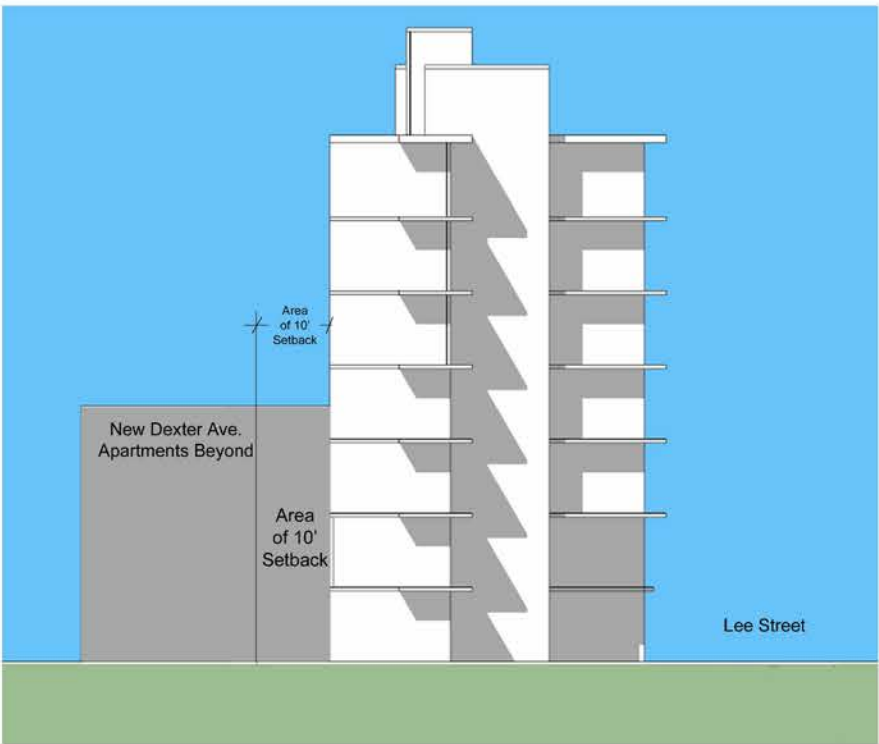
Entry Study @ Aurora Ave. N Frontage



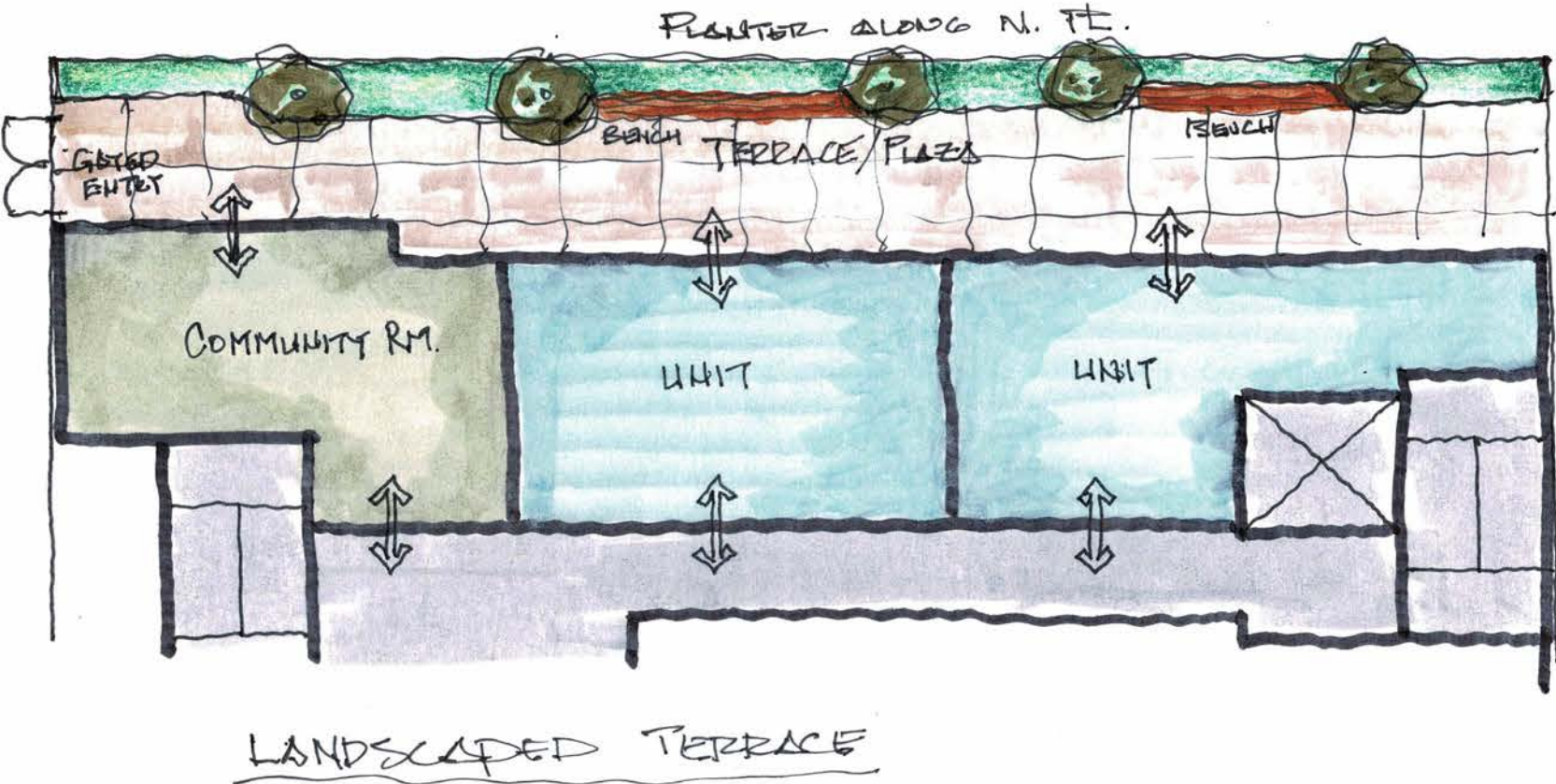
Early Design Guidance - 1402 Aurora Ave. N Project



North Elevation



West Elevation

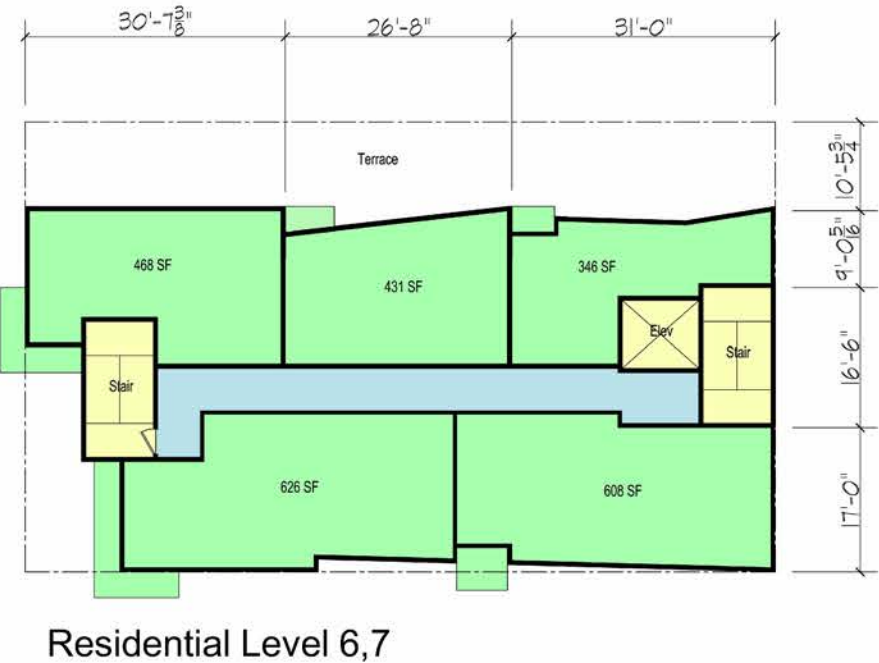
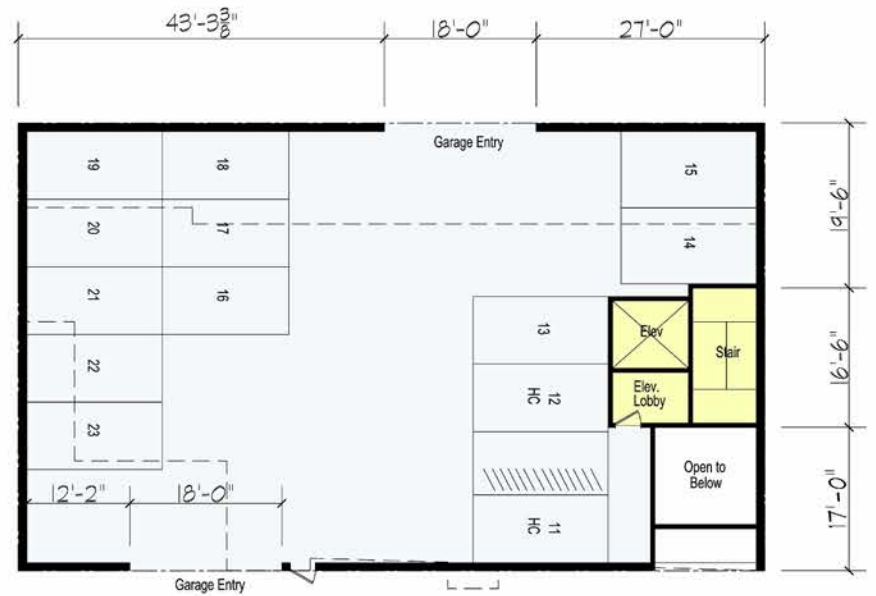
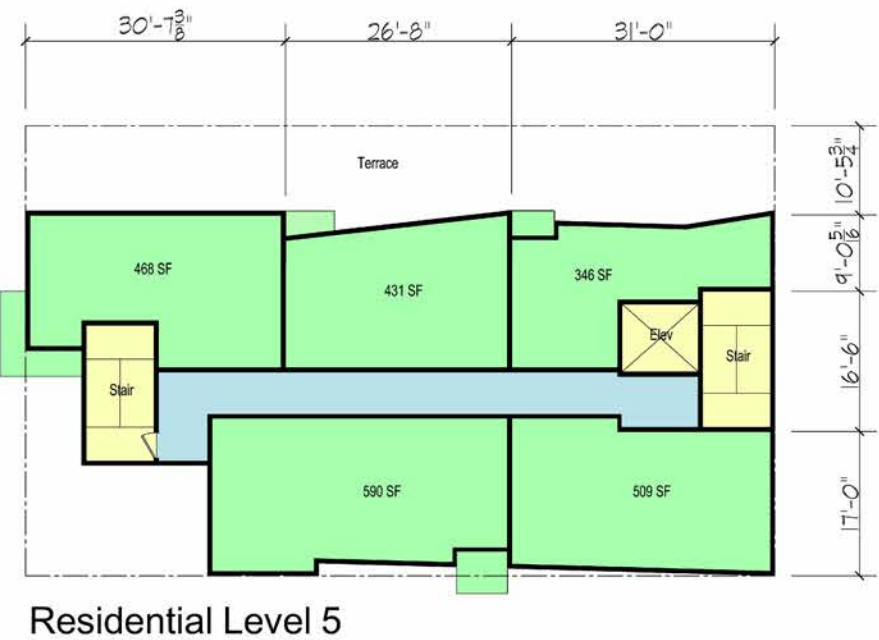
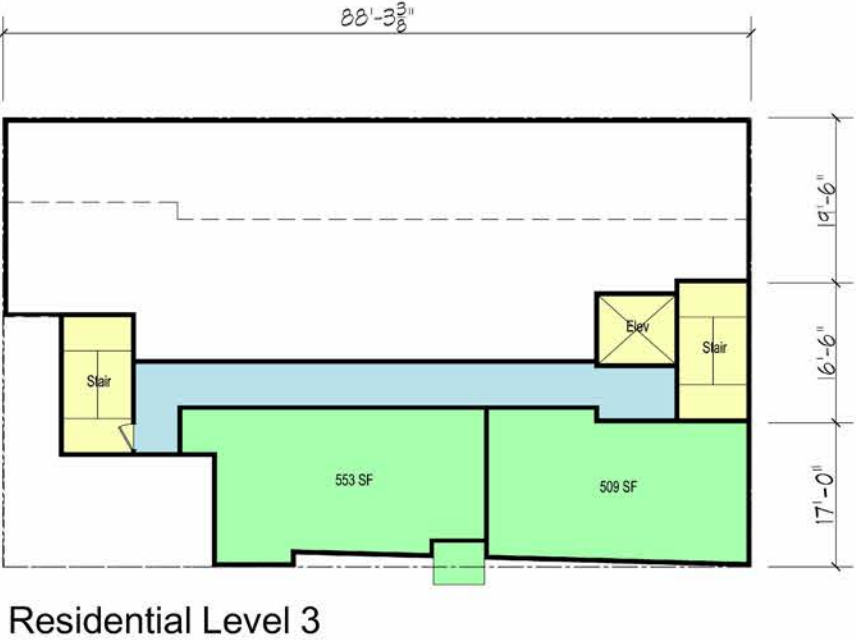
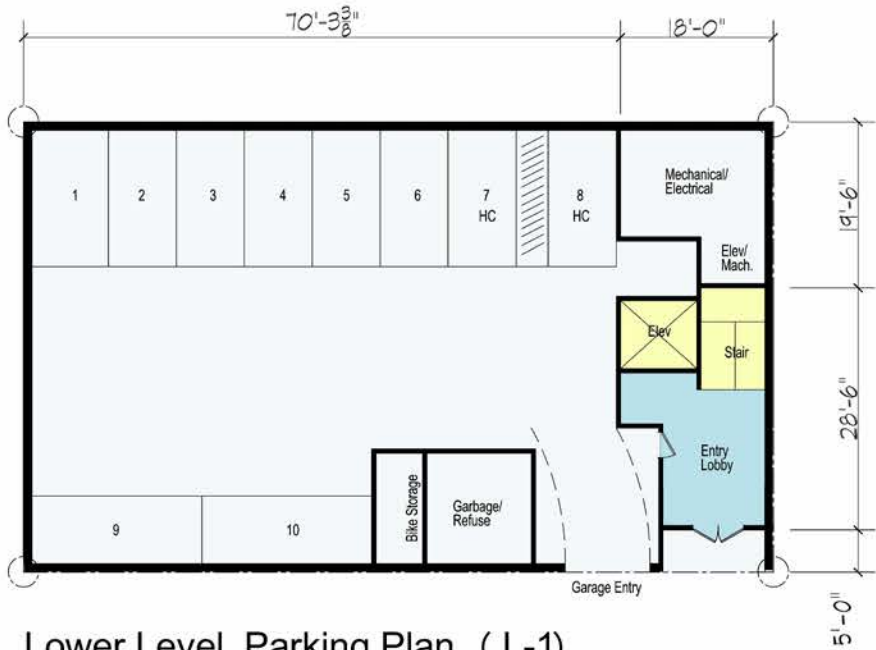


N.W. Terrace Concept Photo



Early Design Guidance - 1402 Aurora Ave. N Project

Design Proposal



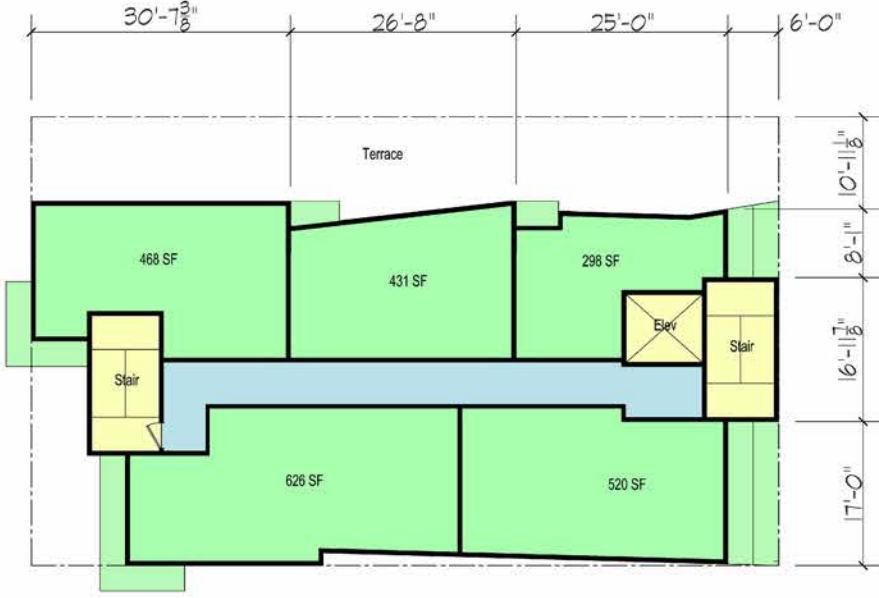


Early Design Guidance - 1402 Aurora Ave. N Project

Design Proposal



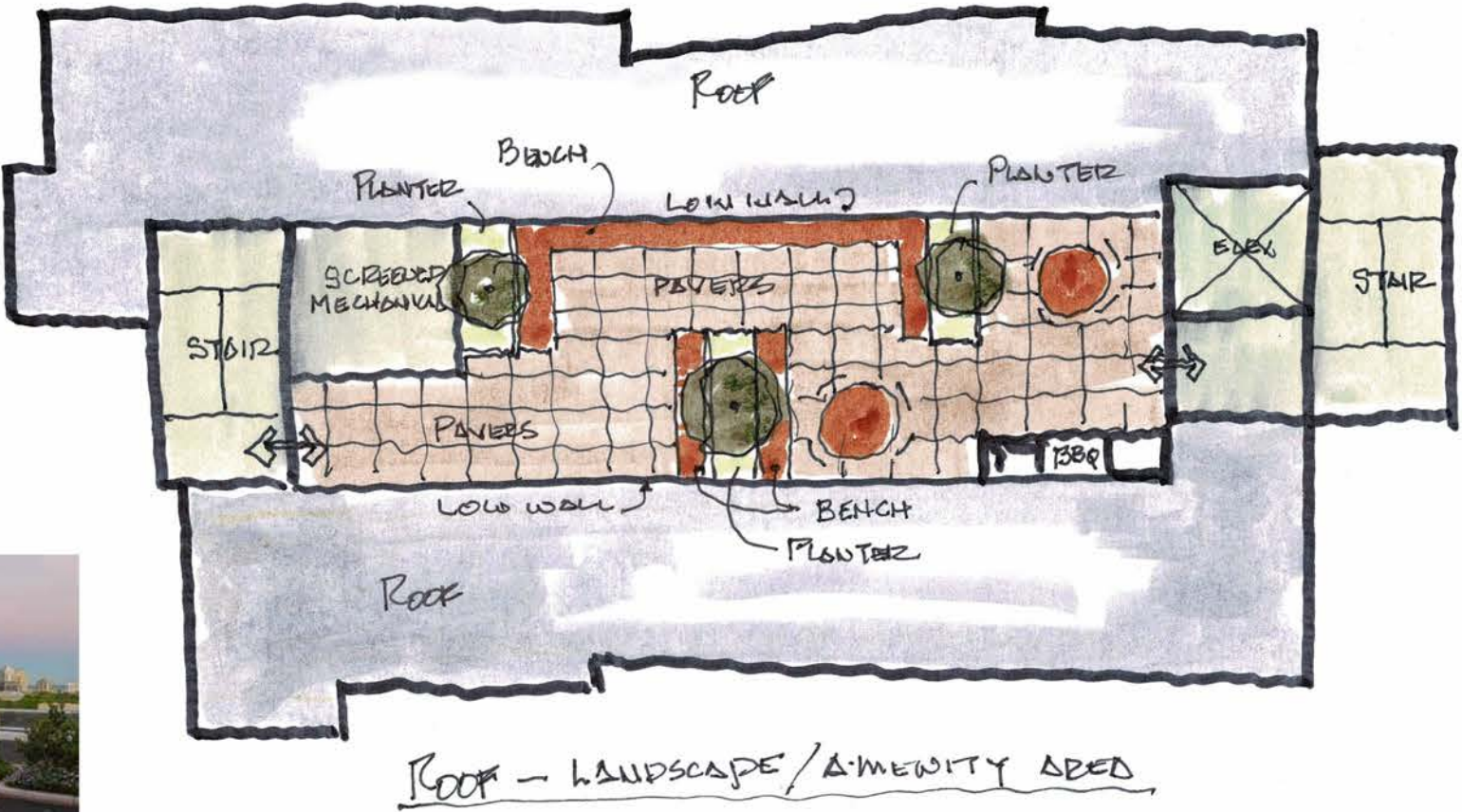
Residential Level 8



Residential Level 9



Residential Level 10

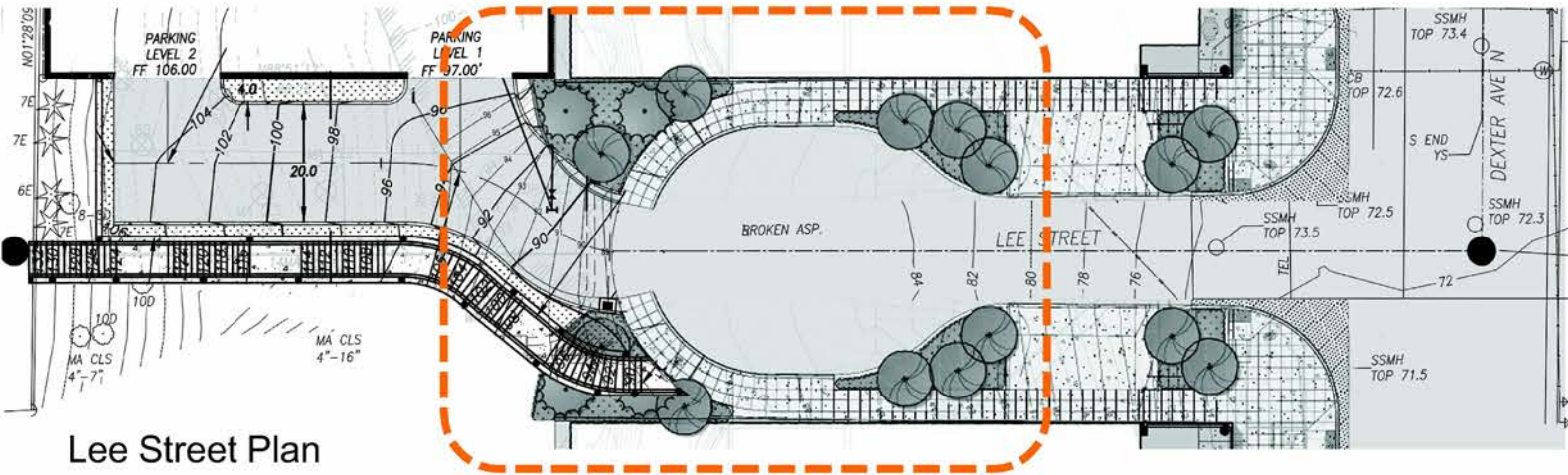


Roof Plan

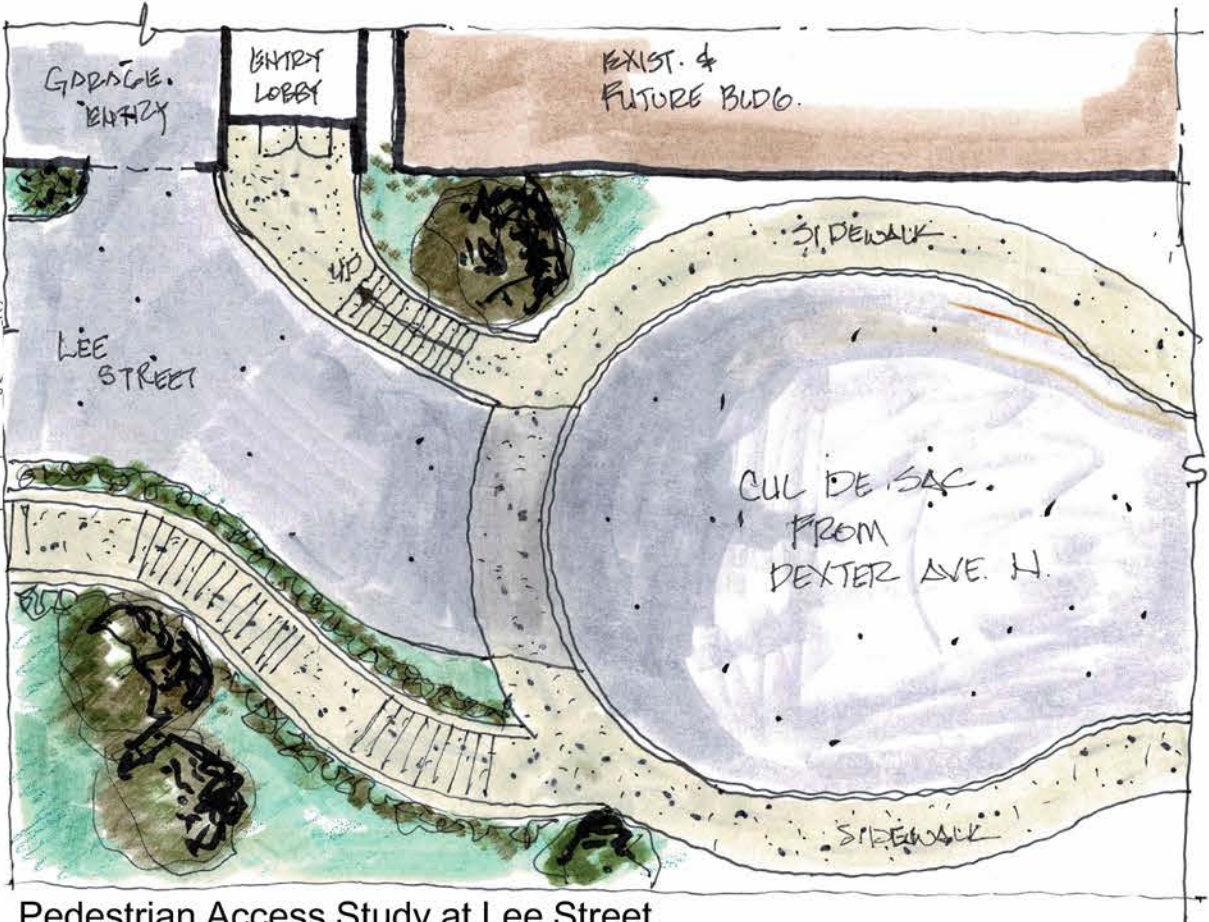




Lee Street Treatment and Lower Entry



Lee Street Plan



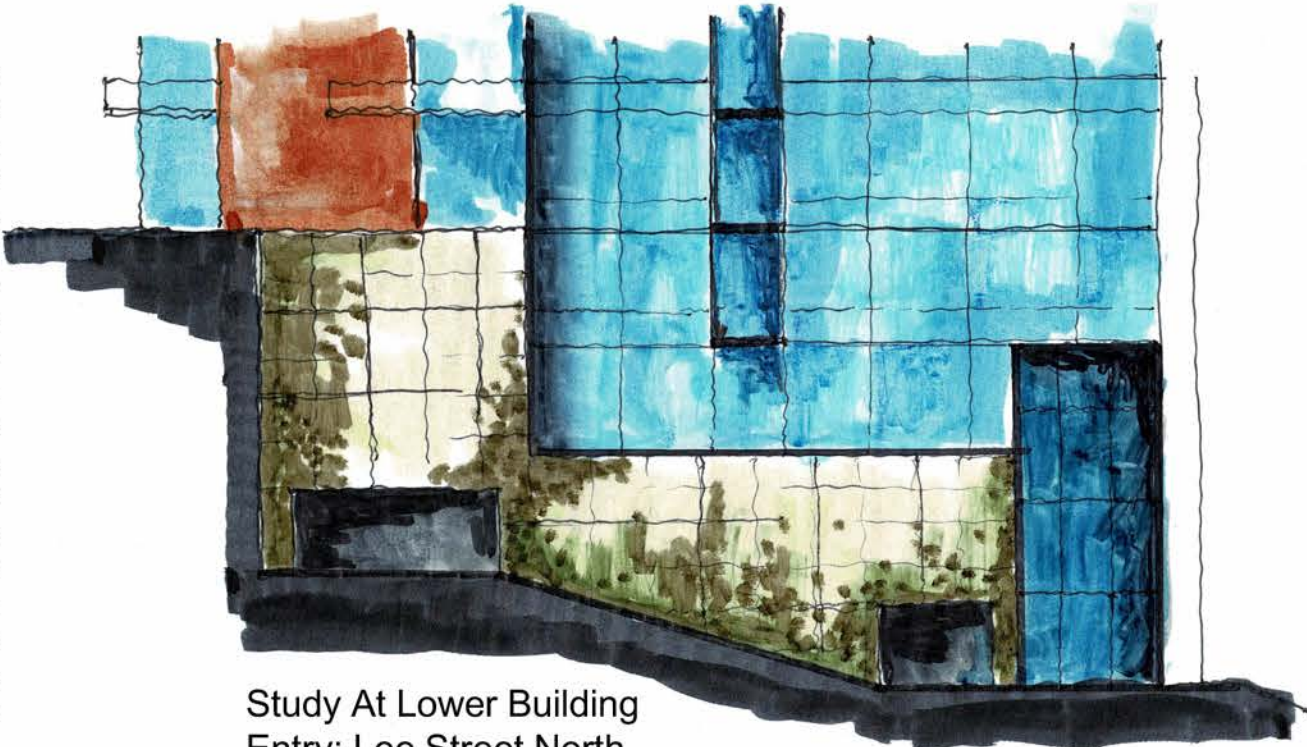
Pedestrian Access Study at Lee Street



Lower Building Entry



Study At Lee Street South Side



Study At Lower Building Entry; Lee Street North Side



## Entry Design Concepts



Lower Entry Study

## Early Design Guidance - 1402 Aurora Ave. N Project



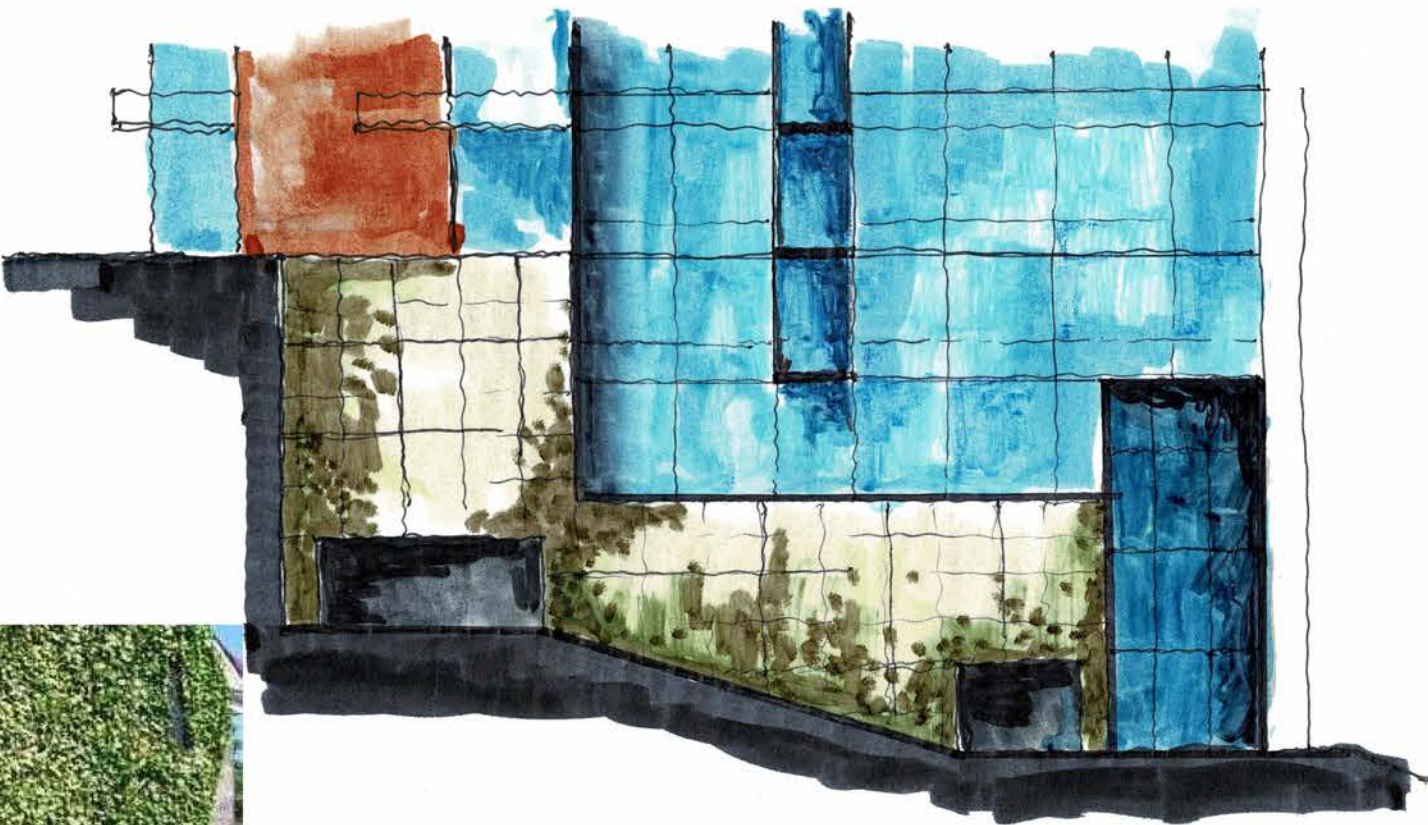
N.W. Entry concept photo



S.W. Corner Entry Study



Early Design Guidance - 1402 Aurora Ave. N Project



Examples of possible green wall or soft wall improvements.



GREEN WALL

Examples of green wall or soft wall improvements along Lee Street. It is our intention to provide a softened appearance of the buildings base as well a well lit pleasant sense as the pedestrian moves from Aurora Ave. to Dexter Ave. and for the neighbors to the south.



## GREEN WALL SYSTEM BY GREENSCREEN



greenscreen® offers unique welded wire trellis systems, which feature a captive growing space that's 3-inches deep to allow plants to intertwine and grow within the panel. Made from recycled steel, its easily adaptable attachment clip system can attach to a building façade and span openings between floors or horizontally between posts.

greenscreen green wall systems utilize plants to help increase energy efficiency by functioning as a natural exterior shading system, reducing heat build-up indoors. This system can improve air quality in interior and exterior applications. In addition to enhancing building aesthetics and providing structure protection, the greenscreen system also promotes urban reforestation.

greenscreen was founded on the environmental principals to “design with nature” and integrate plant material in the built environment. The current product line includes the trellis panel, attachment hardware, support posts, columns, custom shapes, and curved panels. The greenscreen system can benefit virtually every segment of the built environment, including educational facilities, parking structures, corporate campus environments, retail, bus and light rail transit shelters, parks and recreation facilities, government buildings, signage, interiors, hospitals, entertainment venues, and more.

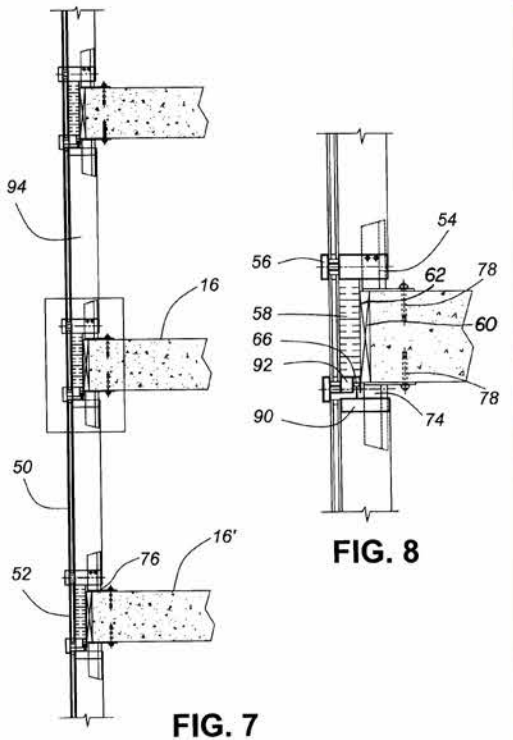




Green Wall Systems



Examples of Glass Curtain & Facades

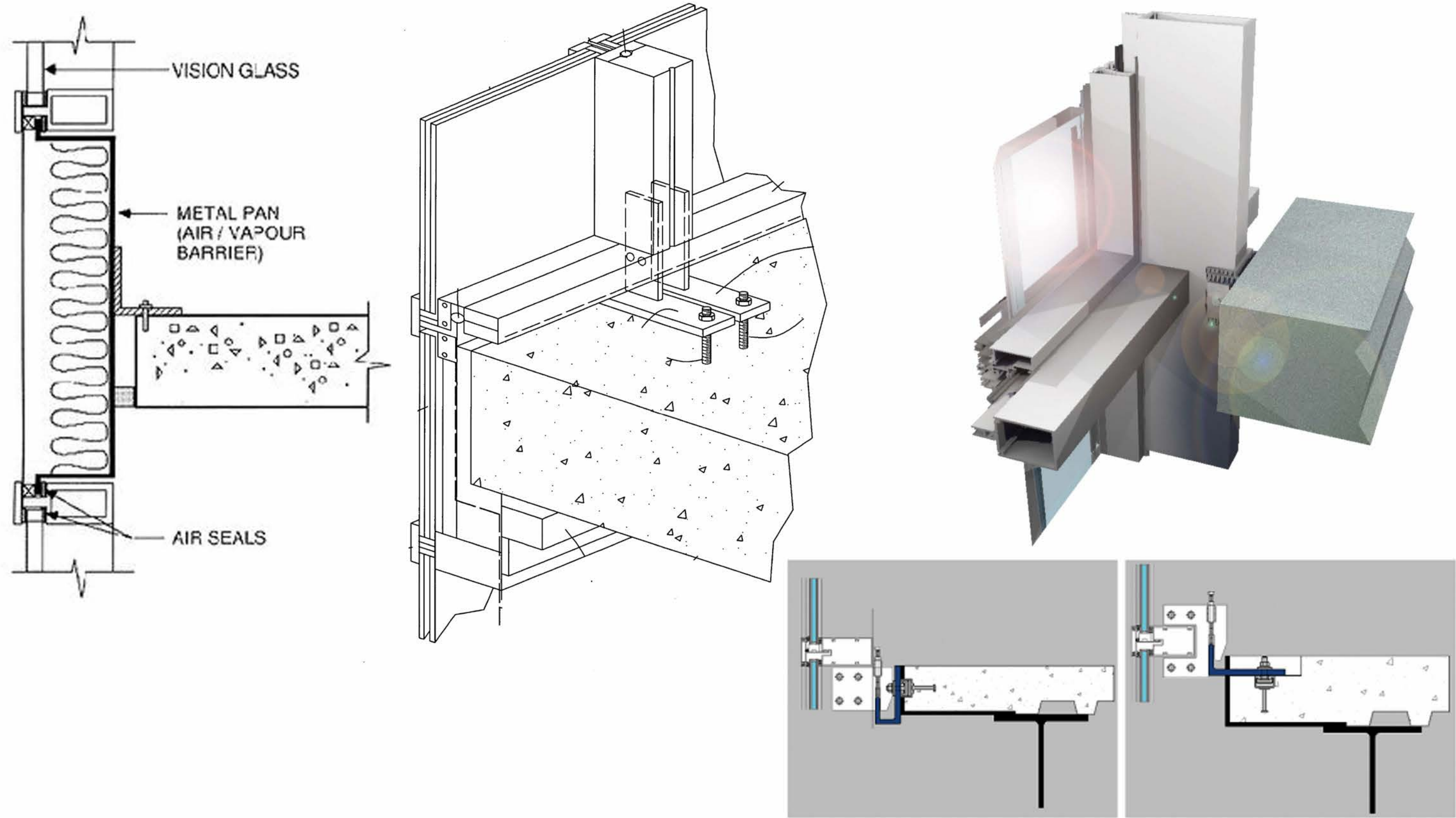


Curtain Wall  
Section Detail





Curtain Wall Details

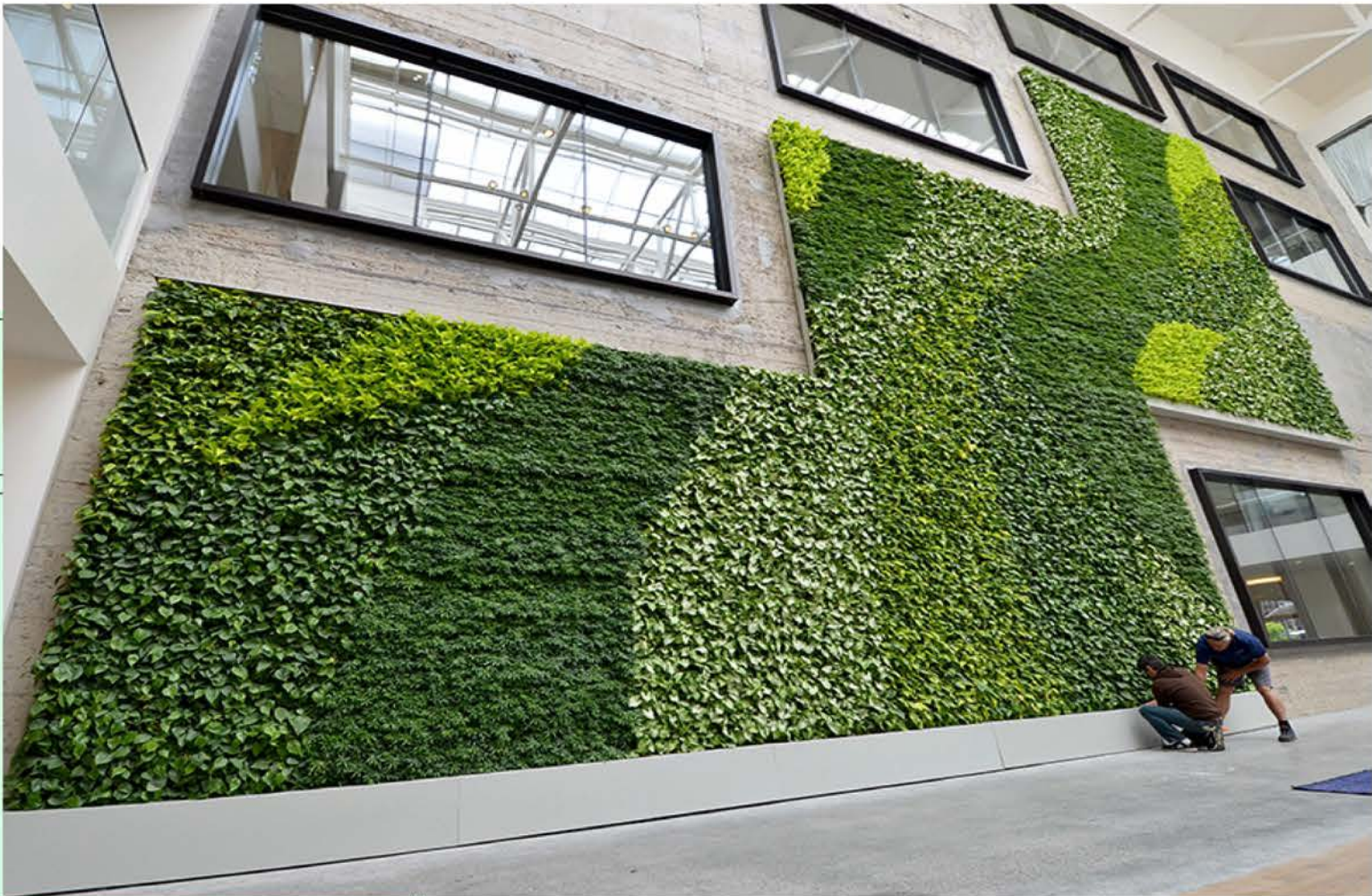
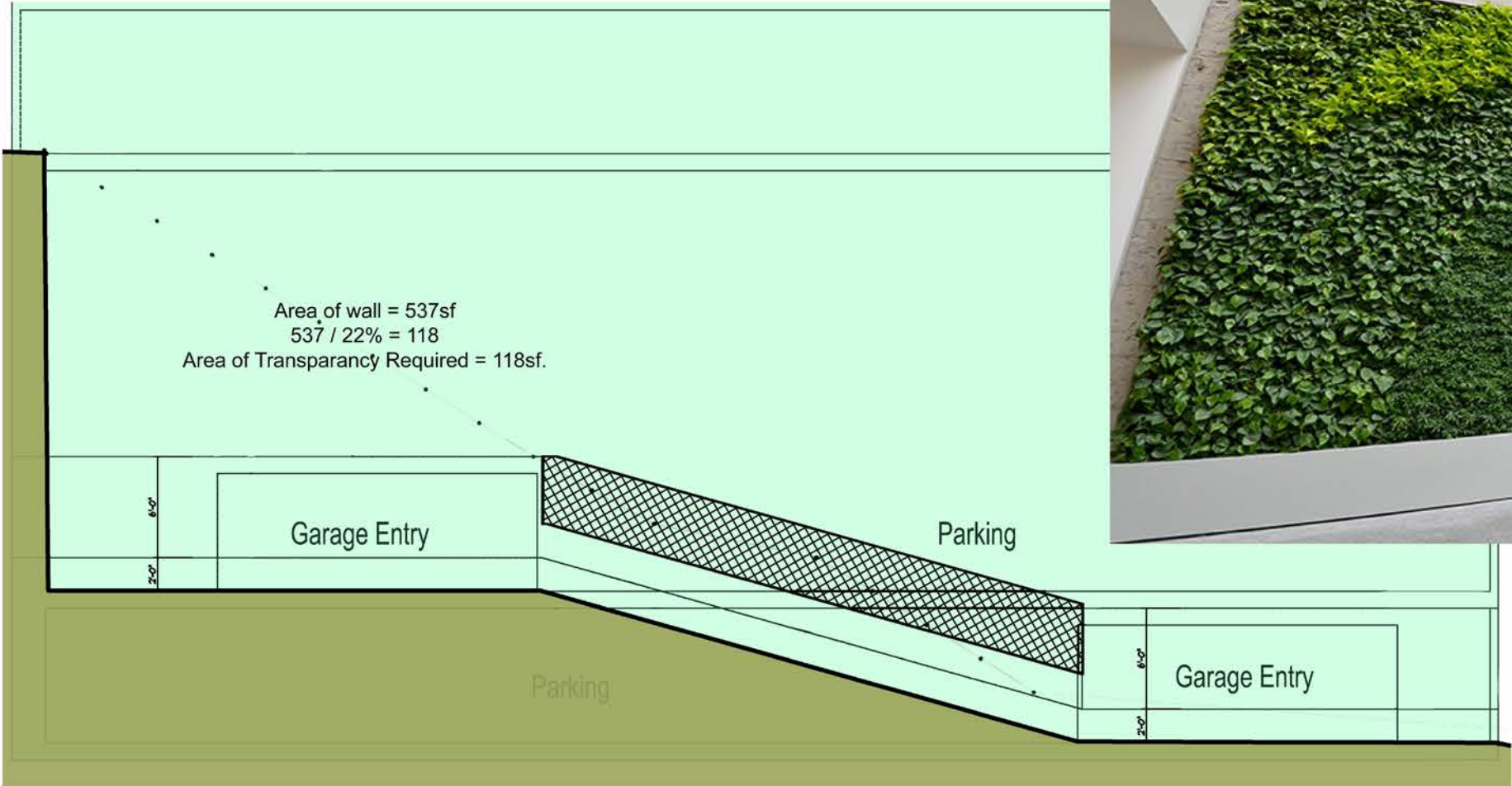




# Early Design Guidance - 1402 Aurora Ave. N Project

## Design Departures

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUEST
<p><b>23.48.014 Transparency and Blank Façade Requirements</b> Provide a transparent façade for minimum of 22% of the façade of Lee Street between 2 feet and 8 feet above sidewalk. Lee Street exceeds 7.5% slope.</p>	<p>Request to depart from amount of required transparent façade along Lee St.</p>	<p>We are requesting a departure from SMC 23.48.014.D 1c. Transparency Requirements: We are requesting an elimination of transparency requirements along Lee Street. Rationale: <b>E-2 Landscaping to Enhance the Building and/or site</b> Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project. <b>D-2 Pedestrian Environment</b> Design treatments should enhance pedestrian comfort and interest. Transparency along Lee Street would look directly into a garage condition. We are proposing a green wall with living vegetation in lieu of wall finistration. We feel this better meets the guideline intentions.</p>



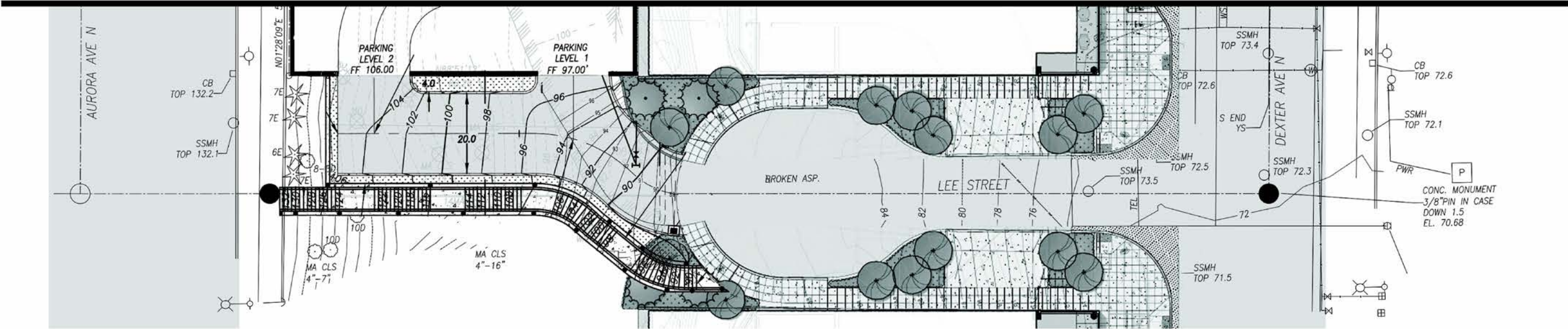


# Early Design Guidance - 1402 Aurora Ave. N Project

## Design Departures

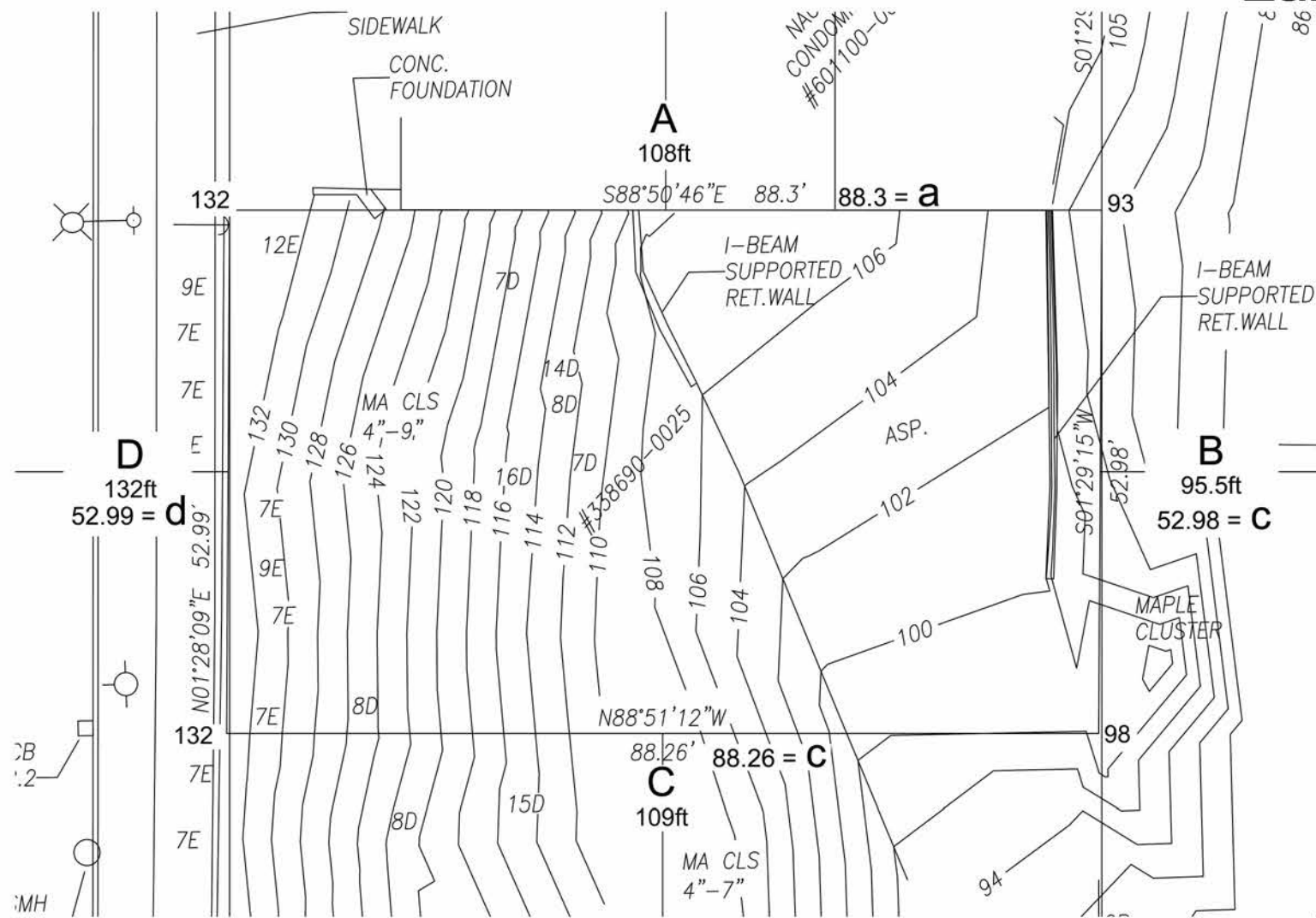
The following Development Departures have been identified as potentially necessary to achieve the preferred design alternate. If the board indicates their willingness to consider the departures, additional study and refinement of the design will be conducted in advance of the Design Recommendation meeting.

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUEST
<b>SMC 23.48.085 E.1. Curb cut Width and Number</b> Permitted access shall be limited to one two-way curb cut.	Request to add a 2nd curb cut.	<p>1st. level:</p> <ul style="list-style-type: none"><li>- Provides access for Waste Management dumpsters.</li><li>- Compliance with The South Lake Union Guidelines for parking below grade.</li></ul> <p>The requested departures are intertwined due to the fact that SDOT requires all curbcuts for the project to be on Lee Street.</p> <p>The curb cut limitations and the lack of an alley means that Lee St needs to accomodate all the access points that would normally be located on an alley: parking, bicycle parking and trash storage/access.</p> <p>Due to the significant grade change along Lee St. we needs to provide 2 access points.</p> <p>The upper access point is pushed as far up Lee St as grade will allow, and the lower curb cut will allow for the dumpsters to be located inside the structure as well as parking. These are both guideline suggestions to create a more pedestrian environment along Lee Street.</p>





# Early Design Guidance - 1402 Aurora Ave. N Project



## Site plan with elevation callouts

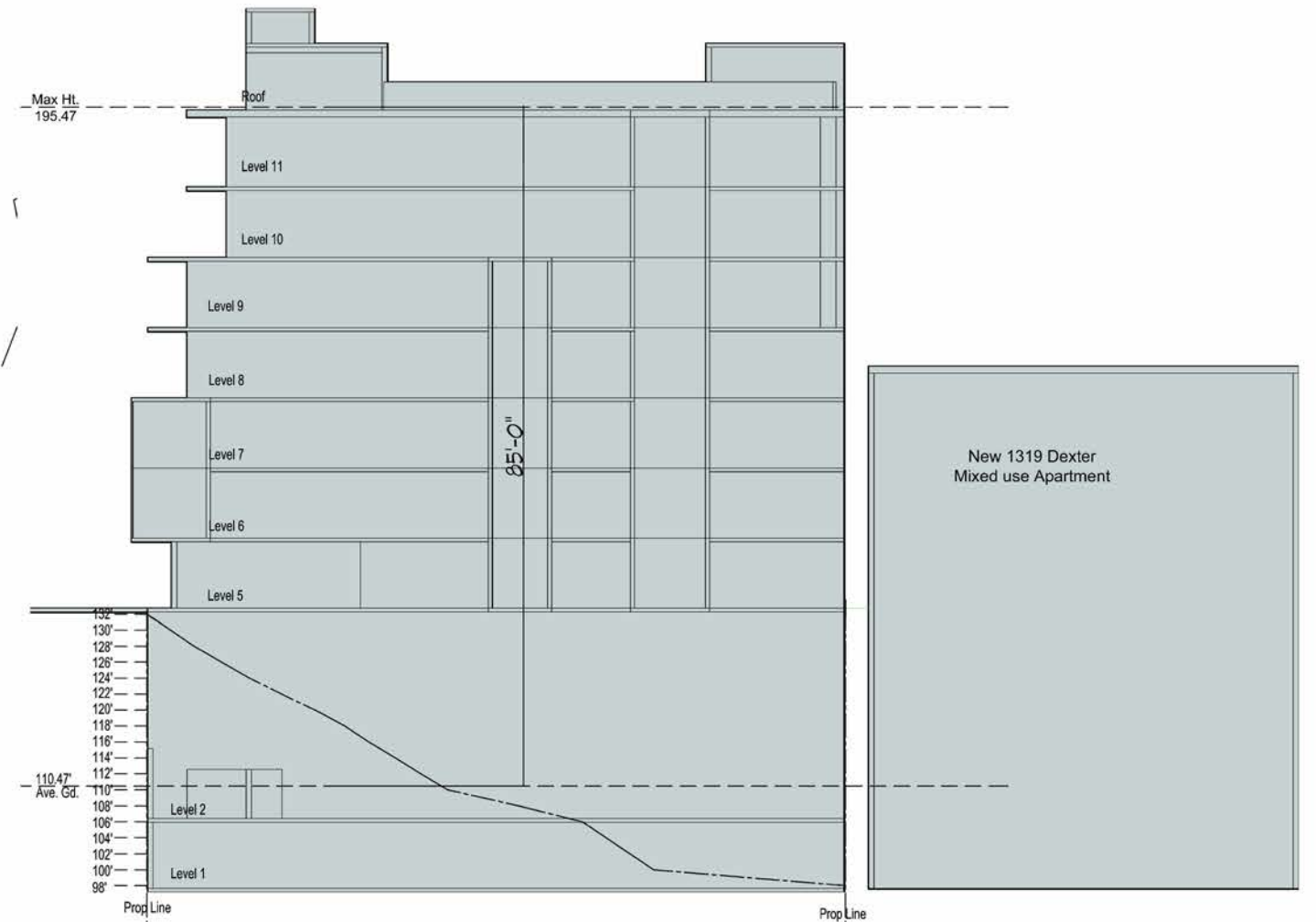
Building height calculations per: SMC 23.86.006.C

$$\frac{(A \times a) + (B \times b) + (C \times c) + (D \times d)}{a + b + c + d}$$

$$\frac{(108 \times 88.25) + (95.5 \times 53) + (109 \times 88.25) + (132 \times 53)}{(9,531) + (5,061.5) + (9,619.25) + (6,996)}$$

$$\frac{282.5}{31,207.75}$$

282.5 Ave. grade = 110.47ft.  
195.47ft = Max Ht.



### Building Height Calc. Elevation



First Early Design Guidance Of  
The West Design Review Board

June 7th Design Review Responces:

1. Massing & Façade Composition

a. The Board appreciated aspects of each of the three massing options, however, they were concerned that the options appeared to be designed for a flat site. The Board ultimately supported Option 2 - the applicant's preferred massing option - provided there is resolution of the recommendations presented herein. (DC2-A-1)

*Please see Pg., 21 & 24 Elevation and Floor Plan*

b. The Board discussed the high visibility of the proposed development from the neighborhood of South Lake Union, as well as views from across the water. The Board requested that the terraced modulation of the west facade of Option 3 be incorporated into the east facade of Option 2, in a manner that responds to the site topography and is attractive when viewed from distant vantage points. The east facade should not be treated as the "back" of the building. (CS2-A)

*Please see revised Elevations and Floor Plans Pg., 20 thru 24*

c. In agreement with public comment, the Board was concerned about the perceived "top-heaviness" of Option 2. The top of the building should relate to the base through the proposed massing moves and materiality. (CS1-C, DC2-A-1, DC2-B-1)

*Please see revised Elevations and Floor Plans Pg., 20 thru 24*

d. The Lee St façade is highly visible, and should not be treated as an alley façade. The Board requested greater modulation and massing shifts along the south facade in a manner that responds to site topography. (CS1-C, DC2-A-1, DC2-B-1)

*Please see revised Elevations and Floor Plans Pg., 20 thru 24 and "Studies" Pg., 25 & 26*

e. The Board requested additional modulation along the north facade in a manner that provides greater access to light and air. (DC2-A-1, CS1-B)

*Please see revised Elevation and accompanying Building profile below. Pg., 22*

f. The Board heard public comment, and requested additional information on the design of the rooftop, including where active areas are located and how mechanical systems are screened. Due to topography and the high visibility of the rooftop from uphill, the rooftop should be designed as a fifth facade. (DC2-I-i)

*Please see revised Roof Plan & Landscape Plan Pg., 24*

g. In response to public comment, the Board requested studies of how the view corridor along the north property line is perceived from adjacent sites, and the Queen Anne neighborhood. (CS2-A-2, DC2-A-1)

*Please see Pg., 10*

h. In agreement with public comment, the Board would like to see sectional studies depicting the relationship between the proposed development and adjacent sites/structures. (CS2-A, DC2-A-1)

*Please see Pg., 8,9 & 10*

2. Architectural Concept & Materiality

a. The Board supported the "glassy cube" architectural concept, however, they noted that the success of the concept would be dependent on the type of curtain wall system selected, and requested additional materials research in order to better inform their guidance on the proposed mass. (CS3-A-2, DC4-A)

*Please see Pg. 30*

b. The Board supported the proposed concrete structure because it is a high quality, flexible building material. The design should take advantage of this construction type and material, and use it as opportunity to create a sculpted mass. (DC2-C-1, DC4-A)

*Please see Elevations and Plans Pg. 20 thru 24*

c. The Board was concerned about the legibility of the building as a residential use. The designs should incorporate architectural elements which clarify the expression of the building as a residential use, rather than office or institutional. (CS3-A-2, DC2-B-1)

*Please see Elevations and Plans Pg. 20 thru 24*

d. The Board heard public comment, and they noted that the materiality and composition of the north façade should be attractive and reflect light into the ground-level setback. (DC2-B-1)

*Please see Elevations and Plans Pg. 20*

3. Pedestrian Experience & Entries

a. The Board discussed the importance of place-making along Lee St. Since the Lee St façade is likely be perceived as the "front" of the building, it is important that the proposed development makes a strong connection to the street. The Board was concerned with the pedestrian experience along Lee St, particularly the canyon-like right-of-way improvements, the pedestrian entry, and conflicts with vehicular access. (CS2-B-2, PL1-B, PL2-A-1, PL4-B-2, DC1-B-1)

*Please see studies Pg., 25*

b. The Board did not support the pedestrian approach from Lee St since it requires a pedestrian to walk through the garage to access the stair or elevator. The Board encouraged further exploration of a highly-visible, active (naturally lit) stair and elevator core with direct access to an entry lobby off Lee St. The elevator and/or stair core should be designed with consideration of the project's architectural presence, connection to the street, and accessibility. (CS2-A-2, CS2-B-2, PL1-B, PL2-A-1, DC1-A1)

*Please see revised Elevations and Floor Plans Pg., 21, 23,25 & 26*

c. The Board reviewed the existing conditions, and agreed that pedestrian and bicycle access will likely primarily occur from Lee St. The primary pedestrian entry along Aurora Ave N should be shifted to the southwest corner in order to establish a stronger connection to the proposed pedestrian hill climb and Lee St. (PL1-B, PL2-A-1, PL3-A-4)

*Please see revised Elevations and Floor Plans Pg., 21, 23,25 & 26*

d. The Board noted that shifting the entry could create a more visible, attractive amenity space at the top of the hill climb, while the north setback could be maintained as a private space. The Board requested additional information that illustrates how the proposed pedestrian stair climb, retaining wall, landscape, entries, and materials come together along Lee St. (PL1-B, PL2-A-1, PL3-A-4)

*Please see Pg., 25 & 26*

e. The Board heard public comment, and noted that the design of the proposed plaza within the setback along the north property line should create a safe space that is responsive to the context. (PL2-B-1, DC3-C-2, DC4-C-1)

*Please see Pg. 21 for "Aurora Frontage Study"*



## First Early Design Guidance Of The West Design Review Board

### June 7th Design Review Responses:

f. The Board supported the proposed bike access from Lee St, however, bike access should be designed to minimize conflict with vehicular access. (PL4-B-2, DC1-B-1)

*Please see Plans Pg., 25*

#### 4. Landscape

a. In agreement with public comment, the Board supported the proposed green wall provided that the concrete wall behind the green wall is highly textured to provide visual interest in the interim. The design of the concrete wall and green wall should be a multi-layered approach. (DC2-D-2)

*Please see Pg., 27, 28 & 29*

b. The Board requested a conceptual landscape plan in order to better inform their guidance on the proposed mass. (DC3-C-2, DC4-D-1)

*Please see Pg., 21, 22, 24 & 25*

#### DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departures. The Board's recommendation will be reserved until the final Board meeting.

At the time of the FIRST Early Design Guidance meeting the following departures were

##### a) requested:

1. Curb Cut Width and Number (SMC 23.48.085.E.1): The Code requires permitted access

to be limited to one two-way curb cut. The applicant proposes two two-way curb cuts with access to Lee St.

The Board indicated preliminary support for the requested departure from curb cut requirements, provided that the pedestrian experience along Lee St is improved and conflicts between vehicular, pedestrian and bicycle access are minimized per the guidance provided herein. (CS2-B-2, DC1-B-1)

*Please see Pg., 25*

2. Transparency and Blank Façade Requirements (SMC 23.48.040.B): The Code requires

portions of street-facing facades between 2-feet and 8-feet above the sidewalk, along slopes that exceed 7.5-percent, to provide 45-percent transparency. The applicant proposes no transparency along Lee St.

The Board indicated preliminary support for the requested departure, provided that the concrete wall behind the green wall is highly textured to provide visual interest in the interim per the guidance provided herein. (DC2-D-2)

*Please see Pg., 28 & 29*

#### DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).



